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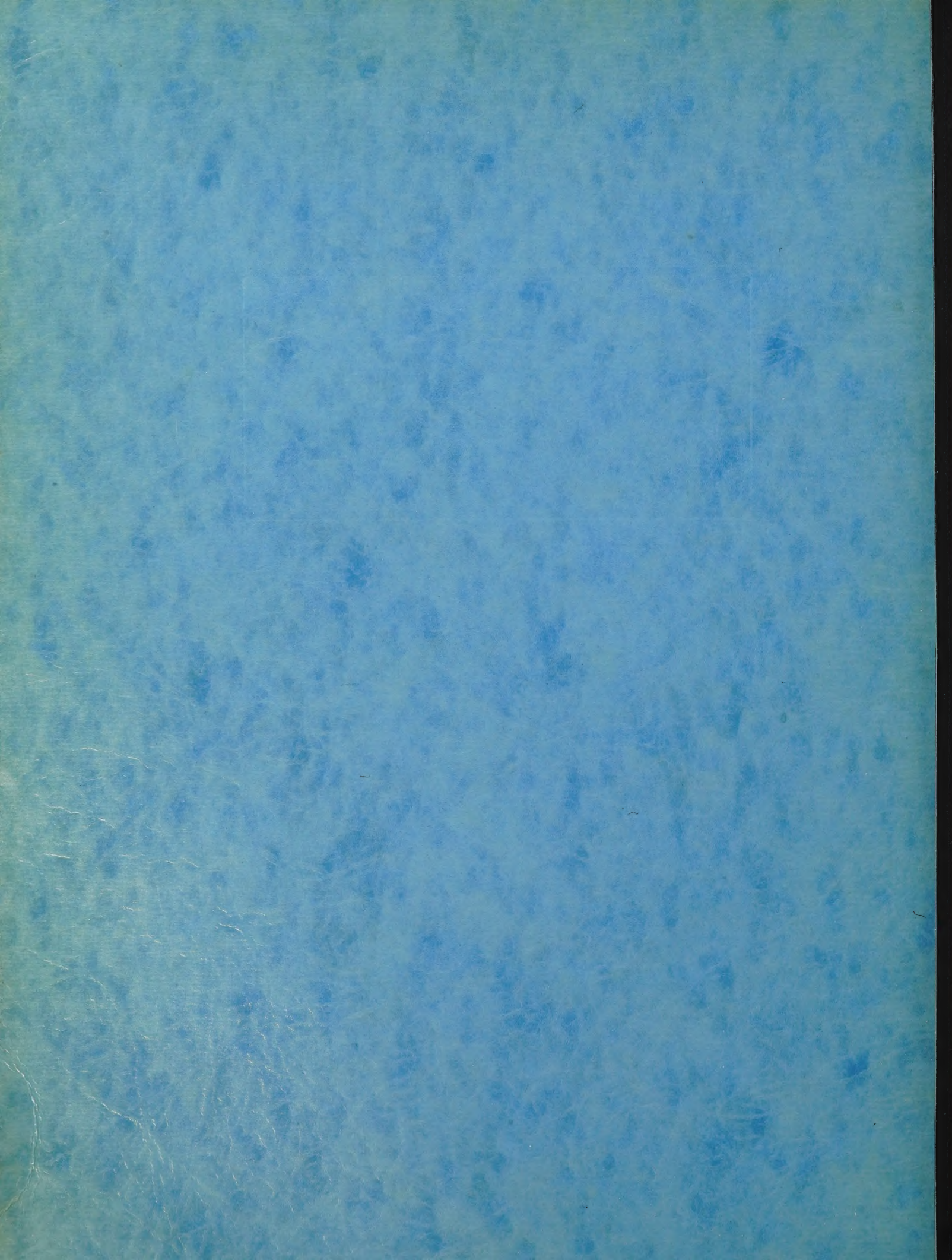
URBAN MUNICIPAL

APRIL - JUNE
1988

HAMILTON, ONT. COUNCIL
Committee Agendas

TRANSPORT AND ENVIRONMENT

COMMITTEE
APRIL 18, 1988 -





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GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 18, 1988
2:00 o'clock p.m.
Room 233, City Hall

R. C. Prowse, Secretary.
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, March 15, 1988 meeting of the Transport and Environment Committee.

CITY SOLICITOR

2. Proposed expropriation to extend Bow Valley Drive and Highridge Avenue.

DIRECTOR OF PUBLIC WORKS

3. Snow Plowing Operations - Blocked Residential Driveways
4. Update on Blue Box Program

MANAGER OF PURCHASING

5. Purchase of Aggregates, Public Works Department, 1988

DIRECTOR OF PROPERTY

6. Tenancy - 2787 King Street East - Second Floor - Robert and Gail Moore
7. Purchase of Land from The Board of Education for the City of Hamilton for the Extension of Templemead Drive
8. Purchase of Land from Maria Roman and Yolanda Senia for the Extension of Templemead Drive being part of 1483 Upper Gage Avenue
9. Sale of 1' Reserve - Amelia Street

DIRECTOR OF TRAFFIC

10. Parking Regulations
 - (a) West Side of James Street North between Murray Street and Barton Street
 - (b) Mulberry Street between James Street North and MacNab Street North
 - (c) West Side of Elgar Avenue between Limeridge Road West and Fassett Avenue
 - (d) West Side of Park Street North between Vine Street and Cannon Street West
 - (e) West Side of Deschene Avenue, south of Hester Street
 - (f) Crerar Drive south of Pescara Avenue
 - (g) Allenby Avenue between McElroy Road East and the northerly end
11. Application for Boulevard Parking - Miran's Carpet Services Limited, 1146 Barton Street East
12. Corner Clearance - Intersection of Campbell and Balmoral Avenues
13. Route Realignment - Upper Paradise Bus Route
14. Loading Zone in front of 76 - 78 Burton Street
15. Request for a School Traffic Officer - Intersection of Main Street East and Walter Avenue

16. Application for a Time Limit Exemption Permit - Apartment Building at No. 1061 King Street West
17. Reconstruction of Limeridge Road East between Upper Wentworth Street and Kingfisher Drive
18. Intersection Control - Intersection of East 14th Street and Brucedale Avenue East

COMMISSIONER OF ENGINEERING

19. Local Improvement Rate for Concrete Paving of Public Unassumed Alleys.
20. Rondar Inc. Application Submission to the Ontario Ministry of the Environment for Site Approval to carry out PCB decontamination at the Firestone Canada Ltd. facility located at 1579 Burlington Street East in Hamilton
21. Windermere Basin Rehabilitation Project Funding Agreement
22. Banner Display Applications
 - (a) Crime Stoppers - April 18, 1988 to April 25, 1988 - January 02, 1989 to January 09, 1989
 - (b) Canadian National Judo Championships - April 22, 1988 to April 25, 1988
 - (c) Better Business Bureau - July 4, 1988 to July 11, 1988
 - (d) 1988 National Gymnastics and Trampoline Championships May 16, 1988 to May 23, 1988
 - (e) McMaster Alumni Association - October 10, 1988 to October 17, 1988
 - (f) Opera Hamilton - April 17, 1989 to April 24, 1989
23. Inadvertent Encroachment Agreement
 - (a) Alleyway abutting 94 Herkimer Street
 - (b) 14 George Street
 - (c) 515 Catharine Street North
24. Incorporating Certain Lands into Eva Street
25. Plan of Subdivision for "Aquila Place - Phase 2", Hamilton
26. 1988 Maintenance Costs for Automatic Protection at Level Crossings

1. The first part of the report is devoted to a general survey of the situation in the country.

2. The second part is devoted to a detailed analysis of the economic situation.

3. The third part is devoted to a detailed analysis of the social situation.

4. The fourth part is devoted to a detailed analysis of the political situation.

5. The fifth part is devoted to a detailed analysis of the cultural situation.

6. The sixth part is devoted to a detailed analysis of the international situation.

7. The seventh part is devoted to a detailed analysis of the future prospects.

8. The eighth part is devoted to a detailed analysis of the conclusions.

9. The ninth part is devoted to a detailed analysis of the recommendations.

10. The tenth part is devoted to a detailed analysis of the annexes.

11. The eleventh part is devoted to a detailed analysis of the bibliography.

12. The twelfth part is devoted to a detailed analysis of the index.

13. The thirteenth part is devoted to a detailed analysis of the appendices.

14. The fourteenth part is devoted to a detailed analysis of the tables.

15. The fifteenth part is devoted to a detailed analysis of the figures.

16. The sixteenth part is devoted to a detailed analysis of the maps.

17. The seventeenth part is devoted to a detailed analysis of the photographs.

18. The eighteenth part is devoted to a detailed analysis of the diagrams.

19. The nineteenth part is devoted to a detailed analysis of the charts.

20. The twentieth part is devoted to a detailed analysis of the graphs.

21. The twenty-first part is devoted to a detailed analysis of the tables.

PLANNING AND DEVELOPMENT COMMITTEE

27. Go Rail Study

MISCELLANEOUS

28. 81st APCA Annual Meeting & Exhibition - June 19-24, 1988 - Dallas, Texas

DELEGATIONS - 3:00 O'CLOCK P.M.

29. (a) Intersection Control - Intersection of Balmoral Avenue North and Dunsmure Road
- (b) Removal of School Traffic Officers - Intersection of King Street West and Pearl Street, and Main Street West and Pearl Street
- (c) Traffic Control in the Vicinity of Main and Victoria

BILLS

30. (a) Local Improvement Charges for Construction of Roads, Curbs, Sidewalks and Alleys
- (b) By-law to Extend Redmond Drive by Incorporating therein, Part 1, Plan 62R-8968
- (c) By-law respecting the construction of local improvements of an independent concrete sidewalk of west side of Acadia Drive.
- (d) By-law respecting the construction of local improvements of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.
- (e) By-law respecting the construction of local improvements of a concrete alley in the block bounded by Hughson Street, Murray Street, John Street and Barton Street.
- (f) By-law to Extend Ramsden Drive by Incorporating therein Block 202, Plan 62M-442
- (g) By-law to Extend Rushdale Drive by Incorporating therein Block 201, Plan 62M-442
- (h) By-law to Extend Greenshire Drive by Incorporating therein Block 26, Plan 62M-450
- (i) By-law to Extend Glenhaven Drive by Incorporating therein Block 43, Plan 62M-429

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
2. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
3. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
4. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
5. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
6. Increasing amount of road re-construction	Jan 4/88	Mr. Spencer	Report Pending
7. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
8. How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
9. Cablevision Pedestal in front yards	Oct 23/87	Mr. Spencer	Report Pending
10. Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
11. Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending

Monday, March 21, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman M. Kiss
Alderman V. Agro
Alderman D. Agostino
Alderman T. Murray

Regrets: Alderman P. Valeriano (vacation)
Alderman G. Copps (vacation)
Mayor Morrow (Civic Business)
Alderman P. Cowell (Regional Business)

The minutes of the February 15, 1988 and February 29, 1988 meetings of the Transport and Environment Committee were adopted as circulated.

The Committee approved the following recommendation of the Director of Public Works respecting the Recycling Coordinating Committee:

Recycling
Coordinating
Committee

- (a) That the concept of a Recycling Coordinating Committee with the aim of improving the effectiveness and efficiency of recycling be endorsed.
- (b) That the City of Hamilton's participation, be being a member of a Recycling Coordinating Committee be approved.
- (c) That the Director of Public Works be approved as the City of Hamilton's representative on the Recycling Coordinating Committee.

The Committee approved the following recommendation of the City Solicitor respecting the Offer of Compensation and Notice of Possession for Highway Expropriation of 480 Rymal Road West:

Highway Exprop-
riating - 480
Rymal Road West

That the City Clerk be authorized and directed to:

- (a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the vacant land portion of 480 Rymal Road West, expropriated on December 18, 1987 for roadway and municipal purpose, is required;
- (b) Sign and serve Offers of Compensation for the expropriated land as follows:

\$45 200	Former Owner:	Kee-Salvalaggio Limited
\$1.00	Encumbrancer:	100 Main Street East Limited (holder of right-of-way)
\$1.00	Tenants:	Susan MacFarlane Thomas Anderson Reginald Kee J. Fildes

Purchase of Land
- 385 Stone Church
Road East

The Committee approved the following recommendation of the Director of Property respecting the Purchase of land by the City for Roadway and Municipal Services at the rear of 385 Stone Church Road East:

That an Option to Purchase a parcel of land at the rear of 385 Stone Church Road East executed by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton on February 18, 1988 and scheduled for closing on or before May 11, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is composed of part of Lot 11, Concession 7, formerly in the Geographic Township of Barton, now in the City of Hamilton being an irregular parcel of vacant land at the rear of 385 Stone Church Road East comprising an area of 24.9 square metres (268 square feet), more particularly described as Part 5 and 6 on Reference Plan 62R-8492. The purchase price of \$892 is to be charged to account 0280-02. Consideration in the amount of \$1 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

Purchase of Land
- 279 Upper Horning
Road

The Committee approved the following recommendation of the Director of Property respecting the Purchase of lands from the Roman Catholic Episcopal Corporation for Roadway Purposes - Part of 279 Upper Horning Road:

- (a) That an Option to Purchase a parcel of land along the southerly limit of Upper Horning Road, executed by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton on February 18, 1988 and scheduled for closing on May 24, 1988 be approved and completed.

NOTE: This property which is required for the extension of Stone Church Road West is triangular in shape, having a frontage along the southerly limit of Upper Horning Road of 96.036 metres containing 2,209.4 square metres, shown as Parts 3 and 4 on attached copy of Plan 62R-9295. The purchase price of \$40 500 is to be charged to account 0280-02, in which sufficient funds are available to provide for this closing. Consideration in the amount of \$1 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

- (b) That Item 23(b) of the 11th Report of the Transport and Environment Committee, adopted by City Council on July 28, 1987 be amended to the extent that the previously authorized actions in the original resolution, be proceeded with without the acquisition of 855 Upper Horning Road, which was an original condition.

Purchase of Land
- 1575 Upper Gage
Avenue

The Committee approved the following recommendation of the Director of Property respecting the purchase of land by the City for Roadway and Municipal Services at the rear of 1575 Upper Gage Avenue:

That an Option to Purchase a parcel of land at the rear of 1575 Upper Gage Avenue executed by 448947 Ontario Limited (C.A. Ross), 250251 Holdings Limited (Percy Barnett), 250252 Holdings Limited (Percy Barnett) on February 25th, 1988 and scheduled for closing on or before May 24th, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is an irregular parcel of land having an area of 2,157.992 square metres (approximately 23,229 square feet). The purchase price of \$1 is to be charged to account 0280-02. Consideration in this amount has been paid to the owners and pursuant to the agreement forms part of the purchase price.

The Committee approved the following recommendation of the Director of Property respecting the Purchase of land from DiCenzo Construction Company Limited for the Extension of Templemead Drive:

That an Option of Purchase a parcel of land for the extension of Templemead Drive executed by Anthony DiCenzo on behalf of DiCenzo Construction Company Limited on March 8, 1988 and scheduled for closing on May 24, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is located at the southerly limit of Arno Street having a total area of 1,684.934 square metres (approximately 18,137 square feet). The purchase price of \$1 is to be charged to account 0280-02. Consideration in this amount has been paid to the owner and pursuant to the agreement forms part of the purchase price.

The Committee approved the following Plans of Subdivision as recommended by the Commissioner of Engineering:

- (a) Templemead Gardens, Hamilton, - date of Report March 11, 1988
- File No. S719-20.
- (b) Eaglewood Estates Phase, Hamilton - date of Report March 11, 1988
- File No. S705-21.
- (c) Anna Capri Gardens Addition, Hamilton - date of Report March 14, 1988
- File No. S701-41.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the application by Philip Enterprises Inc. for the Extension of Operating Hours:

That the Philip Enterprises Inc. request for an amendment to their Certificate of Approval to permit an extension of the operating hours at their 77 Brant Street, and 52 Imperial Street facilities in Hamilton, be given favourable consideration by the Ministry; and furthermore, that we concur with the Ministry's opinion that this particular request for amendment does not warrant an Environmental Assessment Board Hearing.

NOTE: Alderman Agro indicated that he wished to declare a possible conflict of interest.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the request for an Alley Closure of the East/West Alley bounded by Delaware, Stinson, Wentworth and Grant Avenue between Nos. 145 and 147 Grant Avenue, from Grant Avenue to approximately 24.4m (80) feet Easterly:

- (a) i. That Item 38 of the 12th Report of the Transport and Environment Committee adopted by Council on July 26, 1983 which approved the closure of the alley in the block bounded by Delaware Avenue, Stinson Street, Wentworth Street South and Grant Avenue, be rescinded.
- ii. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980, for an order to stop-up and close a portion of the east/west alley between Nos. 145 & 147 Grant Avenue, from Grant Avenue to approximately 24.4m (80 feet) easterly.

Purchase of Land
- DiCenzo Const-
ruction Company
Limited for the
Extension of
Templemead Drive

Plans of Subdivis-
ion

- Templemead 3
Gardens, Hamilton

- Eaglewood Estates
Phase Hamilton

- Anna Capri
Gardens Addition
Hamilton

Philip Enterprises
Inc.

Alley Closure
- Delaware, Stinson
Wentworth and
Grant Avenue
between 145 and
147 Grant Avenue

- iii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iv. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court.
- v. That the Applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
- vi. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- vii. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner(s)

Provided the Judge's Order to close the highway is granted:

- (b) i. That the City Solicitor be directed to prepare a By-law for the sale of the closed highway to the abutting owner(s).
- ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

Banner Display
Applications

The Committee approved the following recommendations of the Commissioner of Engineering respecting Banner Display Applications:

- (a) That the "Metropolitan Hamilton Basketball School" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 18, 1988 to July 25, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"CANADIAN BASKETBALL SUPER CAMP WELCOMES
CANADIAN AND AMERICAN COLLEGE COACHES"

- (b) That the "Rotary Club of Hamilton" be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 14, 1988 to November 21, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"GREAT BUYS - GREAT CAUSE, ROTARY T.V. AUCTION ON
CHANNEL 14 & 30 - NOVEMBER 14 - 21, 1988"

The Committee approved the following recommendation of the Commissioner of Engineering respecting an application for an Inadvertent Encroachment Agreement at 233 Hunter Street West, Hamilton:

That the application of Mr. M. McHugh, Solicitor, on behalf of the present owner of 235 Hunter Street West, Hamilton, Mr. Joseph Farah, to retain the following inadvertent encroachment consisting of concrete steps (1.52 m X 0.36 m), be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125, and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Upper Gage and Queensdale Avenue:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned at the intersection of Upper Gage Avenue and Queensdale Avenue, at this time.

NOTE: The Committee requested the Police to watch out for motorists not yielding to the signs in this area and it was understood that increased enforcement in this area would be carried out.

The Committee approved the following recommendation of the Director of Traffic Services respecting the request for a School Traffic Officer at the intersection of Callie Road and East 16th Street:

- (a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Callie Road and East 16th Street at this time; and
- (b) That stopping be prohibited on both sides of East 16th Street between Callie Road and a point 66 feet northerly therefrom; and
- (c) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Ninth Avenue and Fernwood Crescent:

- (a) That, in accordance with the recommendation of the Hamilton Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Ninth Avenue and Fernwood Crescent at this time; and

Inadvertent Encroachment Agreement
- 233 Hunter Street West, Hamilton

School Traffic Officer
- Intersection of Upper Gage and Queensdale Avenue

School Traffic Officer
- Intersection of Callie Road and East 16th Street

School Traffic Officer
- Intersection of Ninth Avenue and Fernwood Crescent

- (b) That, in accordance with a general traffic By-law provision, "No Stopping" signs be erected on the south side of Ninth Avenue commencing at a point 29 feet east of Fernwood Crescent and extending to a point 70 feet westerly therefrom; and

- (c) That City Traffic By-law 66-100 be amended accordingly.

NOTE: Alderman Merling indicated that he wished to be recorded as being opposed to this motion.

Parking Regulations
- East Side of Park
Street South,
north of Charlton
Avenue West

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the east side of Park Street South, north of Charlton Avenue West:

- (a) That a "No Parking 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation be implemented on the east side of Park Street South commencing 112 feet north of Charlton Avenue West and extending to a point 29 feet northerly therefrom; and

- (b) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the East Side of Pearl Street North, south of Peter Street:

- (a) That a "No Parking Anytime" regulation be implemented on the east side of Pearl Street North commencing 90 feet south of Peter Street and extending to a point 31 feet southerly therefrom; and

- (b) The City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- West 34th Street
north of Bendamere
Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on West 34th Street north of Bendamere Avenue:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 34th Street commencing at Bendamere Avenue and extending to a point 332 feet northerly therefrom, and on the east side of the West 34th Street commencing at Bendamere Avenue and extending to a point 331 feet northerly therefrom; and

- (b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- North Side of
Elmira Drive
between Magnolia
Drive and Elora
Drive

The Committee approved the following recommendation of the Director Traffic Services respecting Parking Regulations on the North Side of Elmira Drive between Magnolia Drive and Elora Drive:

- (a) That parking be prohibited on the north side of Elmira Drive between Magnolia Drive and Elora Drive; and

- (b) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting requests for reserved Permit Parking Spaces for Handicapped residents:

(a) 109 West Avenue North

- i. That, in combination with the existing "Alternate Side Parking" regulation, that a "Permit Parking" regulation be implemented on the west side of West Avenue North commencing 295 feet south of Evans Street and extending to a point 30 feet southerly therefrom, and on the east side of West Avenue North commencing 297 feet south of Evans Street and extending to a point 20 feet southerly therefrom; and
- ii. That the Director of Traffic Services be authorized to issue one parking permit to Sharon Long, 109 West Avenue North; and
- iii. That City Traffic By-law 66-100 be amended accordingly.

(b) 200 Province Street North

- i. That a "Permit Parking" regulation be implemented on the east side of Province Street North, commencing at a point 136 feet north of Britannia Avenue and extending to a point 26 feet northerly therefrom; and
- ii. That the Director of Traffic Services be authorized to issue one parking permit to Mr. Fred Lloyd, 200 Province Street North; and
- iii. That City Traffic By-law 66-100 be amended accordingly.

(c) 143 Harmony Avenue

- i. That a "Permit Parking" regulation be implemented on the west side of Harmony Avenue, commencing at a point 63 feet north of Vansitmart Avenue and extending to a point 25 feet northerly therefrom; and
- ii. That the Director of Traffic Services be authorized to issue one parking permit to Mr. Gary Oxley, 143 Harmony Avenue; and
- iii. That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Applications for Time Limit Exemption Permits for 57 West Avenue North:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment building at No. 57 West Avenue North.

The Committee approved the following recommendation of the Director of Traffic Services respecting a Application for a Time Limit Exemption Permit at 140 Bold Street:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption to each of the first two applicants residing in the building at No. 140 Bold Street.

Request for reserve
Permit Parking Space
for Handicapped
residents
- 109 West Avenue
North

- 200 Province
Street North

- 143 Harmony Avenue

Application for
Time Limit Exemption
Permits
- 57 West Avenue
North

Application for
Time Limit Exemption
Permit
- 140 Bold Street

School Bus Loading
Zone

- South Side of
Herkimer Street
West of Locke
Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting School Bus Loading Zone on the South Side of Herkimer Street West of Locke Street South:

- (a) That the existing "School Bus Loading Zone 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the south side of Herkimer Street, commencing 324 feet west of Locke Street South and extending to a point 88 feet westerly, be relocated such that it commences at a point 117 feet west of Locke Street South and extends to a point 120 feet westerly therefrom; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

School Crosswalk in
the vicinity of Ray's
Place Restaurant
- 303 Dundurn Street
South

The Committee approved the following recommendation of the Director of Traffic Services respecting a School Crosswalk in the vicinity of Ray's Place Restaurant, 303 Dundurn Street South:

That no changes be made to the present parking regulations on Dundurn Street South in the vicinity of Ray's Place Restaurant, 303 Dundurn Street South.

Corner Clearance
- West Side of
Ellingwood Avenue,
south of Oakland
Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearance at the West Side of Ellingwood Avenue, south of Oakland Drive:

- (a) That parking be prohibited on the west side of Ellingwood Avenue between Oakland Drive and a point 60 feet southerly therefrom; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

Application for
Boulevard Parking
- 78 Vine Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Boulevard Parking at 78 Vine Street:

That the application by Im-Pressive Printing to lease portions of the boulevards of Park Street North and Vine Street adjacent to No. 78 Vine Street be approved, provided that;

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$150 per year) plus taxes, if any, in addition to the \$10 annual encroachment insurance charge approved by City Council on 1984 February 14.
- (b) the owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) the owner complies with the requirements as set out in the policy approved by the City Council 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (d) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (e) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

The Committee authorize the Chairman or his designate to attend the following conferences:

- (a) The Ontario Traffic Conference in Toronto, Ontario on May 8 to May 11, 1988.
- (b) APCA Joint Annual Conference 1988 in Kingston, Ontario on April 17 to April 19, 1988.
- (c) Specialty Conference on Acid Precipitation in Hartford, Connecticut on May 19 to May 20, 1988

The Committee was in receipt of two items referred to it by the Mayor respecting the problem of Municipal Infrastructure. The Committee took no actions on these items.

The following bill was introduced:

By-law to alter James Street North between the CNR Mainline and Street.

Mr. Ray Bartolotti, the City of Hamilton's Representative on the Hamilton Harbour Commission, appeared before the Committee with a Windemere Basin Update dated February 24, 1988.

Mr. Bartolotti's update stated that a plan had been devised for the clean up of Windemere Basin. The project creates disposal cells within the basin and the remainder of the basin is cleanup by dredging and disposing of the dredge spoil into the cells.

A multi party funding agreement has been negotiated to provide for the cost of this work. The Agreement should be ready for execution by April 1988. The levels of funding stand as follows:

Government of Canada	\$1.25 M
Province of Ontario	\$1.25 M
Regional of Hamilton-Wentworth	\$0.75 M
City of Hamilton	\$0.75 M
Hamilton Harbour Commissioners	<u>\$0.50 M</u>

TOTAL BUDGET

\$4.50 M

The proponent and project manager of the Clean-up will be the Hamilton Harbour Commissioners. The clean-up is based on a proposal put forward by the Commissioners in 1984.

Final design and tender documents for the clean-up contract are being prepared. Barge material is being stockpiled at Peir 25. Application for the required approvals (environmental and navigable waters) are currently being processed. Pending receipt of these approvals, construction could start this June; completion is scheduled by 1990.

Interim funding for the project is being provided by The Commissioners and The Region of Hamilton-Wentworth.

Mr. Bartolotti also indicated that seventeen acres in this area had been designated to go to Stelco and approximately eight acres to the Hamilton Harbour Commissioners.

Conferences

- Ontario Traffic Conference
- APCA Joint Annual Conference
- Specialty Conference on Acid Precipitation

Municipal Infrastructure

Bill

Hamilton Harbour Commission

- Mr. Ray Bartolotti

Alderman Merling disagreed strongly and stated that the intended land distribution would be decided at a future meeting of the Planning and Development and Transport and Environment Committees. He strongly emphasized that the disposition of the land in this area had not been determined as yet.

Alderman Merling further stated that the final design (and tender documents) for the clean-up contract should be viewed by the Transport and Environment Committee and forwarded to City Council as information.

The Committee was anticipating the attendance of Ms. Catharine Andrus of 43 Ray Street North to make a presentation with respect to the removal of the School Traffic Officer at the intersection of Pearl and Main Streets.

As Ms. Andrus was not in attendance, the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

2

F O R A C T I O N

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 March 16
COMM FILE:
DEPT FILE: 55-0.85

SUBJECT:

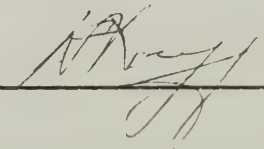
Proposed expropriation to extend Bow Valley Drive and Highridge Avenue.

RECOMMENDATION

That the City Clerk be authorized and directed to:

- (a) give Notice of the City's Application for Approval to Expropriate a parcel of land for highway and municipal purposes comprising 1,323.82 square metres (4,343 sq.ft.) shown as Parts 1, 7 and 8 on Reference Plan 62R-8380. This Notice is to be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
- (b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,
- (c) sign and receive the said application for approval of this expropriation.

Note: This expropriation is required in order to extend Bow Valley Drive and Highridge Avenue to facilitate new development in the Riverdale East Neighbourhood.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

On January 26, 1988 (Item 4, 2nd Report of the Transport & Environment Committee), Council authorized that steps be commenced to acquire this land (measuring approximately 66 feet by 281 feet) by expropriation to enable the City to extend Bow Valley Drive and Highridge Avenue to facilitate the new subdivisions and required municipal services.

As the required land has been surveyed and searched, the next step under the Expropriations Act of Ontario is for the City to apply for approval of the proposed expropriation and to give Notice of its intention to the property owners. These steps will be authorized by the above recommendation.

Under the Expropriations Act, each Notice of the City's intention shall indicate that anyone who receives the Notice may request an inquiry to report to Council as to whether or not the proposed expropriation is fair, sound and reasonably necessary to achieve the expropriation's objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

DAP:lb

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley, O.L.S.
Regional Surveyor

FOR ACTION

3

REPORT TO: R. C. Prowse, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 April 13

COMM FILE:

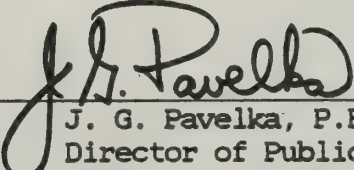
DEPT FILE: 88-5000

SUBJECT:

Snow Plowing Operations - Blocked Driveways Residential

RECOMMENDATION

That the City's existing practice with respect to snow plowing operations be maintained.


J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

To provide snow cleaning operations to eliminate the windrow of snow from driveway entrances, would result in a total additional cost of \$448,000. in the first year.

BACKGROUND

This report responds to Mrs. Bernice Price's concerns regarding the windrows of snow that are sometimes left at driveway entrances, after the Public Works Department plows the street.

The present policy is to plow all residential streets after 4" or more of snow has accumulated on the roadway. Records for the past ten years indicate that on an average we experience approximately 6 snow storms with accumulations in excess of 4 or more inches.

To implement a new policy of eliminating snow at each driveway entrance, would not only double the costs of our plowing operations, but also take twice as long to plow the residential streets. In addition, there would be a substantial Capital Cost involved for the purchase of 40 "Snow Rid" attachments which would have to be hooked up to the mould boards of each hired grader.

Capital Cost

40 "Snow Rid" attachments @ \$5,500. = \$220,000.

Operating Costs

The present plowing policy involves using one hired grader for each route, which takes approximately 10-12 hrs. City-wide. The new policy would require two hired graders for each route. The first grader would plow the snow to the curbs, and the second grader following would have to be equipped with the "Snow Rid" attachments to scoop the snow from the entrance of each driveway and deposit the same snow on either the road or boulevard. This operation would take 20-24 hrs. to complete, increasing the operational cost as follows:-

New Policy

40 Hired Graders @ \$95.00 per hr. x 20 hrs. = \$76,000. per storm
\$76,000. x 6 Snow Storms = \$456,000.

Existing Policy

40 Hired Graders @ \$95.00 per hr. x 10 hrs. = \$38,000. per storm
\$38,000. x 6 Snow Storms = \$228,000.

As noted above, the costs to implement the new policy for residential snow plowing would increase from \$228,000. to \$456,000., exclusive of the Capital Cost of \$220,000. to purchase and hook up the "Snow Rid" attachments.

Research has indicated that the City of North York has been using the "Snow Rid" attachments and they advised that these attachments are mainly effective only at the start of the winter season. However, as the winter proceeds and more snow falls occur without thaws, the mounds of snow that build up at the sides of the driveways obstruct the raising and lowering of the "Snow Rid" arms, which in turn narrows the clearance to the driveways.

Furthermore, during major snow storms when there is a very heavy accumulation of snow, the "Snow Rid" blade will not remove the entire snow obstruction from the driveway entrances, only reduce the size.

For your further information, North York officials have also indicated that they now have serious regrets in providing this type of service and may have to cease, as the costs are escalating substantially each year.

Another important factor to be considered is that the driveway clearing operation provides an "extra" service, and as such, is not subsidized by the Ministry.

BS:jh

Note: See Attached Photos



GRADER AND SNO-RID
Sno-Rid Plowing



SNO-RID
Sno-Rid Attached to Moldboard

MANUFACTURE OF SNO-RID
Newmarket Supply & Mfg. Co.
188 Deerfield, Unit 2
Newmarket, Ontario
Canada L3Y 2L9
Phone: (416) 895-3441



GRADER AND SNO-RID
Sno-Rid Down



GRADER AND SNO-RID
Sno-Rid Up

FOR INFORMATION

4

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

DATE: 1988 April 13
COMM FILE:
DEPT FILE: 88-2000D

SUBJECT:

Update - Blue Box Delivery

BACKGROUND

The delivery of the Blue Boxes to the public was scheduled to commence on Monday, April 11th. However, due to the fact that there were some start-up problems that were not anticipated; and despite the fact that the staff of the Public Works Department maintained daily contact with Busch-Coskery by pushing them as hard as possible to ensure shipment, the delivery to the public had to be delayed for two weeks.

Third Sector will commence the delivery of Blue Boxes to the citizens of Hamilton on Monday, April 25th and finish by Saturday, May 14th, 1988.

J. G. Pavelka

BS: jh

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 March 21
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: PURCHASE OF AGGREGATES, PUBLIC WORKS DEPARTMENT, 1988

RECOMMENDATION

- (a) That a purchase order be issued to Lakeview Sand & Gravel Ltd. for the supply and delivery of Granular A and 19 MM Crusher Run Crushed Stone at \$7.07 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received.
Funds provided in Stock Materials Account #0393-3223

- (b) That a purchase order be issued to Taro Aggregates, Hamilton the supply and delivery of 19 MM Blend, 19 MM Clear and 53 MM Clear Crushed Stone at \$7.95 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received.
Funds provided in Stock Materials Account #0393-3223

- (c) That a purchase order be issued to Steetley Lime & Aggregates, Hamilton for the supply and delivery of 9.5 MM and 6.4 MM Chips Washed Crushed Stone at \$9.74 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received.
Funds provided in Stock Materials Account #0393-3223

- (d) That a purchase order be issued to National Slag Ltd., Hamilton for the supply and delivery of Granular A Slag at \$9.46 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received.
Funds provided in Stock Materials Account #0393-3223


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis - prices per metric tonne

(a)	Lakeview Sand & Gravel, Paris	\$7.07
	Steetley Lime & Aggregates, Dundas	7.32
	Taro Aggregates, Hamilton	7.65
(b)	Taro Aggregates	\$7.95
	Steetley Lime & Aggregates	9.26

In 1987 approximately \$30,000 was spent on this product

FOR ACTION

6

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: March 25, 1988

COMM FILE:

DEPT FILE: 90.17.4
(4609)

SUBJECT:

Tenancy - 2787 King Street East
- Second Floor - Robert and Gail Moore

RECOMMENDATION

That the leasing of 2787 King Street East to Robert Moore and Gail Moore be approved. The tenancy is to commence on April 1, 1988 at a one time rental of \$250.00. Commencing May 1, 1988 the monthly rental will be \$450.00 including realty taxes estimated at \$1,800.00 for 1988.

That the Mayor and City Clerk be authorized to execute the Tenancy Agreement.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Revenue will be credited to Civic Properties - Account 0306-0513

BACKGROUND

We attach hereto the original of the Agreement for Tenancy by Robert and Gail Moore in regard to the above mentioned City owned property purchased for future road improvements. The tenancy is to commence April 1, 1988 at a one time rental charge of \$250.00. This is a reduced rate due to the cleaning and decorating required and which has been agreed to be carried out by the tenant. Commencing May 1, 1988, the monthly rental (including taxes) will be \$450.00. The agreement is subject to the Landlord and Tenant Act.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. R. Swan, Manager, Property Maintenance Division

7

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: March 29, 1988

COMM FILE:

DEPT FILE: 34.2.1(4509)

SUBJECT:

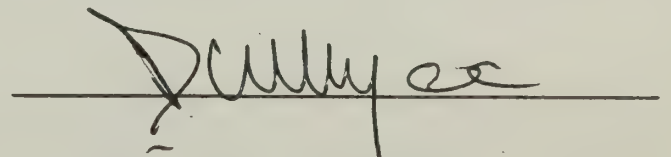
Purchase of Land from The Board of Education for the City of Hamilton
for the Extension of Templemead Drive

RECOMMENDATION

- (i) That an Option to Purchase a parcel of land for the extension of Templemead Drive executed by the Board of Education for the City of Hamilton officials on March 21, 1988 and scheduled to close on June 14, 1988 be approved and completed.

Note: The subject property is an irregular parcel of land located at the rear of 1483 Upper Gage Avenue, containing an area of 3,744.5 square metres (40,307 square feet) and is shown as Parts 4 and 6 on the attached plan prepared by A.J. Clarke & Associates. The purchase price of \$64,769.00 is to be charged to account 0280-02. Consideration in the amount of \$1.00 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

- (ii) That approval be given for the payment of legal fees to the solicitor who acted on behalf of the Board of Education in this transaction, Mr. Ian Gordon of Evans, Philp, Barristers and Solicitors. The legal fees are not to exceed \$650.00 and are to be charged to account 0280-02.



FINANCIAL IMPLICATIONS

The City will establish a one foot reserve along the proposed roadway in order to recover its costs for land and services from the abutting developers.

BACKGROUND

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

As the Legal Fees do not form part of the executed agreement, we are requesting approval for payment of same to Ian Gordon.

We attach hereto an Option to Purchase from the Board of Education for the City of hamilton for the purchase by the City of Part of Lot 6, Concession 8, formerly Township of Barton, now in the City of Hamilton, being an irregular parcel of land adjacent to the rear land of 1483 Upper Gage Avenue, having a total area of 3,744.55 square metres (approximately 40,307 square feet) and more particularly described as Part 4 and Part 6 outlined on the attached portion of an unnumbered plan prepared by A.J. Clarke & Associates, Surveyors.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
 - Mr. M. Chidley, Regional Surveyor

FOR ACTION

8

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: April 7, 1988

COMM FILE:

DEPT FILE: 34.2.1
(4504)

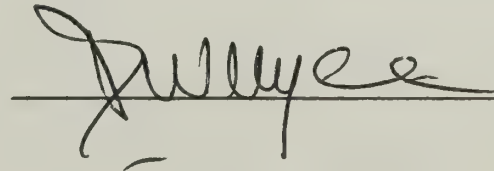
SUBJECT:

Purchase of Land from Maria Roman and Yolanda Senia for the
Extension of Templemead Drive being part of 1483 Upper Gage Avenue

RECOMMENDATION

That an Option to Purchase a parcel of land for the extension of Templemead Drive being part of 1483 Upper Gage Avenue executed by Maria Roman and Yolanda Senia on April 6th, 1988 and scheduled for closing on or before June 13th, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is located at the southerly limit of Arno Street having a total area of 973.681 square metres (approximately 10,481 square feet). The purchase price of \$16,843.00 is to be charged to account 0280-02.



FINANCIAL IMPLICATIONS

See above recommendation

BACKGROUND

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

BACKGROUND - Continued...

We attach hereto an Option to Purchase from Maria Roman and Yolanda Senia for the purchase by the City of a parcel of land at the southerly limit of Arno Street having a total area of 973.681 square metres (approximately 10,481 square feet) and more particularly described as Part 10 and 11 on the attached unnumbered Plan prepared by A.J. Clarke and Associates, Surveyors, which forms a part of 1483 Upper Gage Avenue.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
 - Mr. S. Spencer, Regional Commissioner of Engineering
 - Attention: Mr. K. Brenner
 - Attention: Mr. M. Chidley, Surveyor

FOR ACTION

9

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: April 8, 1988
COMM FILE:
DEPT FILE: 36.1.95
(4509)

SUBJECT:

Sale of 1' Reserve - Amelia Street

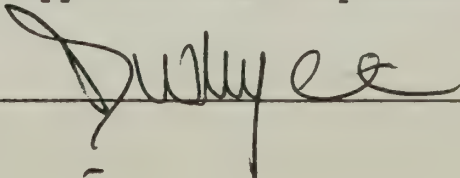
RECOMMENDATION

That approval be given for the sale of a one foot reserve along the southerly limit of Amelia Street to the abutting owners as follows:-

<u>PURCHASER</u>	<u>LOT SIZE</u>	<u>CLOSING DATE</u>
1. Ms. Millie Camporese 3 Amelia Street	61.5' X 1' (18.75m x .3m)	June 20, 1988
2. Robert & Margaret Goldrick 9 Amelia Street	50' X 1' (15.24m x .3m)	June 17, 1988
3. Ms. Helena Langer 11 Amelia Street	40' X 1' (15.24m x .3m)	June 20, 1988
4. Vera Anne Isaac Stanley George Eaman 15 Amelia Street	80' X 1' (24.38m x .3m)	June 17, 1988
5. Michael & Jurate Sabatino 33 Amelia Street	25' X 1' (7.62m x .3m)	June 17, 1988

Note: This parcel of land is a one foot reserve along the frontage of the properties at 3, 9, 11, 15 and 33 Amelia Street. The sale price of \$1.00 is to be credited to account 0280-02.

We recommend that these transactions be approved and completed.



FINANCIAL IMPLICATIONS - See above recommendation

BACKGROUND

The property at 11 Amelia Street is being sold and the solicitor for the purchaser discovered this one foot strip of land in front of the property at 11 Amelia Street is owned by the City. It appears the City obtained title to this one foot strip in 1908, probably as a means of controlling access to the abutting lands. The owners of 11 Amelia Street therefore do not have legal access onto Amelia Street. To clear up this title problem, the solicitor is requesting that this one foot strip of land be conveyed to the abutting owner. We therefore recommend that as this condition also exists in front of the properties at 3, 9, 15 and 33 Amelia Street, that the necessary action be taken to convey this one foot strip of land to each respective owner thereby eliminating any future title problems.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

10(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

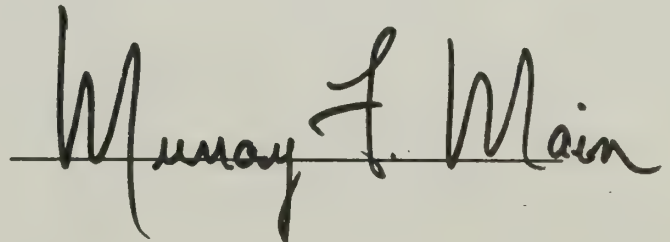
DATE: 1988 March 02
COMM FILE: TEC-38-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of James Street North between Murray Street and Barton Street
-Parking Regulations.

RECOMMENDATION

- a) That the "No Stopping, 4:00 p.m. to 6:00 p.m. Monday to Friday" regulation on the west side of James Street North between Murray Street and Barton Street be rescinded; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Traffic Department has reviewed the parking regulations on James Street North in the area to be reconstructed as part of the the Downtown Action Plan, and has determined that presently there is an evening rush hour restriction in effect on the west side of the street in the block between Murray and Barton. In the summer of 1985, the Regional Council approved the removal of the evening rush hour restriction on the west side of James between Cannon and Barton, because the west curb lane was no longer required to provide adequate vehicular capacity.

The preliminary design for the reconstruction of James between Murray and Barton provides for a bulb on the west side of James south of Murray. Therefore, the west curb lane in the block between Barton and Murray will not be used for through movements and the evening rush hour restriction will no longer be required. For these reasons, the Traffic Department recommends that the "No Stopping, 4:00 p.m. to 6:00 p.m. Monday to Friday" regulation be removed in this block.



FOR ACTION

10(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 29
COMM FILE: TEC-61-88
DEPT FILE:

SUBJECT:

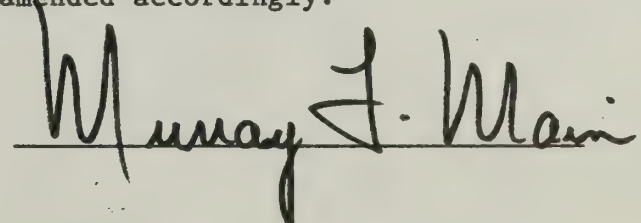
Mulberry Street between James Street North and MacNab Street North - Parking Regulations.

RECOMMENDATION

That an "Alternate Side Parking" regulation be implemented on Mulberry Street between MacNab Street North and a point 239 feet easterly on the north side and 189 feet easterly on the south side, such that parking is prohibited;

- on the south side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and
- on the north side of the street from the 16th to last day of April, May, June, July, August, September, October and November; and

That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

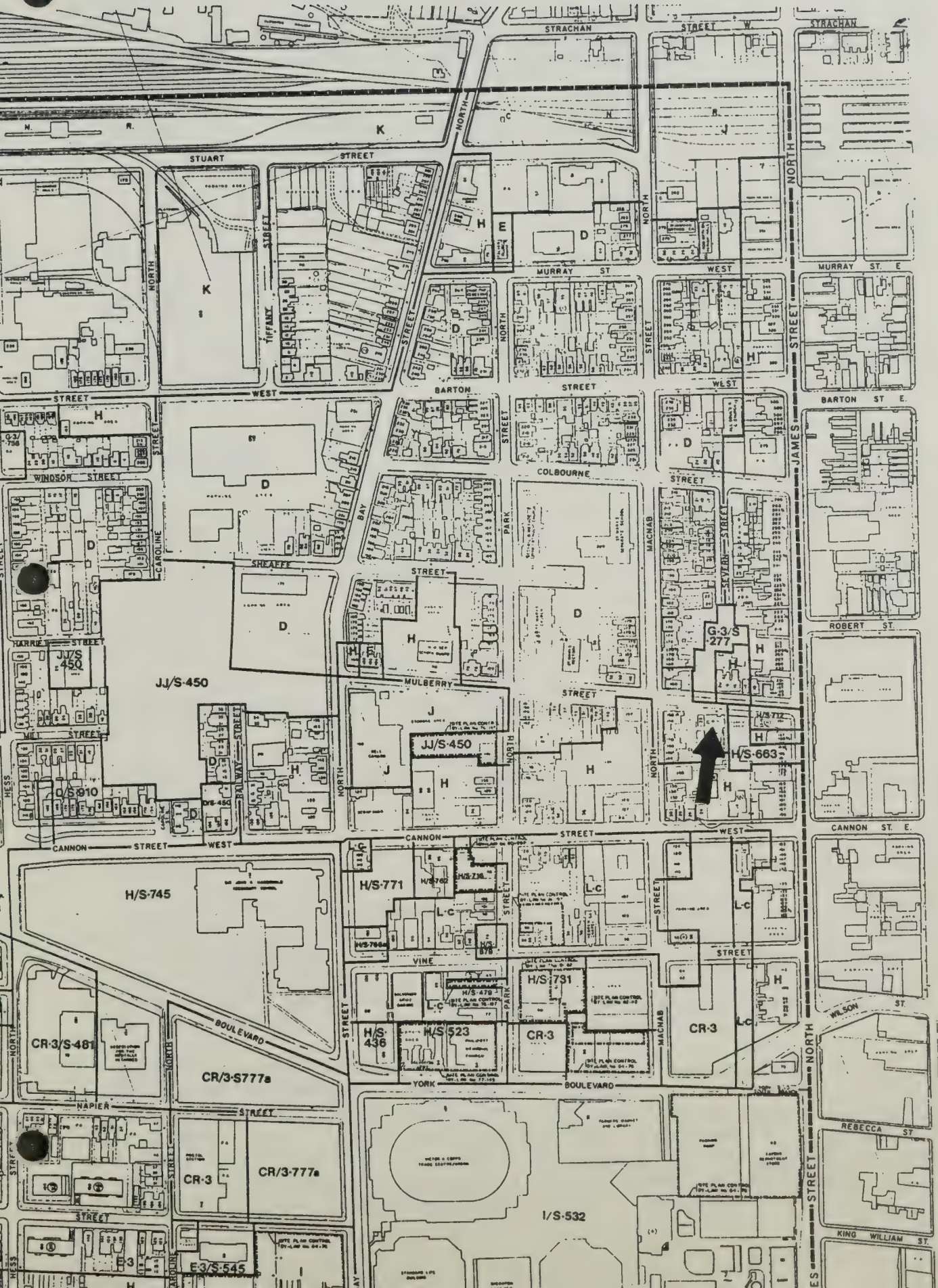
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Vince Agro recently advised of receiving a petition signed by a majority of the abutting residents on Mulberry Street between James and MacNab Streets, requesting that an "Alternate Side Parking" regulation be implemented on this section of the street. Presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side in this block, except that there is a full-time "No Parking" corner clearance immediately west of James. There is unrestricted free parking on the south side of the street, except for two loading zones, a "No Stopping" driveway clearance and three

one-hour parking meters immediately west of James.

After reviewing conditions on the street, it has been concluded that it would be possible to remove the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and to implement an "Alternate Side Parking" regulation in this area. The result would be the provision of an additional two on-street parking spaces during the winter months and from the 1st to 15th of each month, April to November. The existing corner clearance, driveway clearance, loading zones and parking meters on this section of street would not be affected.



FOR ACTION

10(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 29
COMM FILE: TEC-62-88
DEPT FILE:

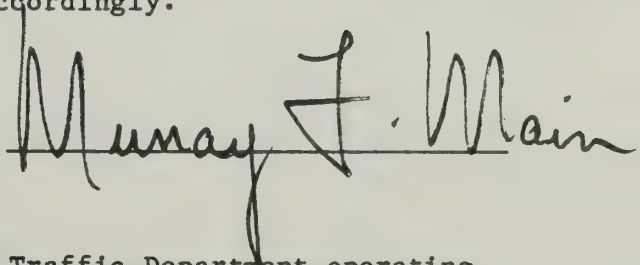
SUBJECT:

West side of Elgar Avenue between Limeridge Road West and Fassett Avenue
- Parking Regulations.

RECOMMENDATION

That parking be prohibited on the west side of Elgar Avenue between Limeridge Road West and Fassett Avenue; and

That the City Traffic By-law 66-100 be amended accordingly.



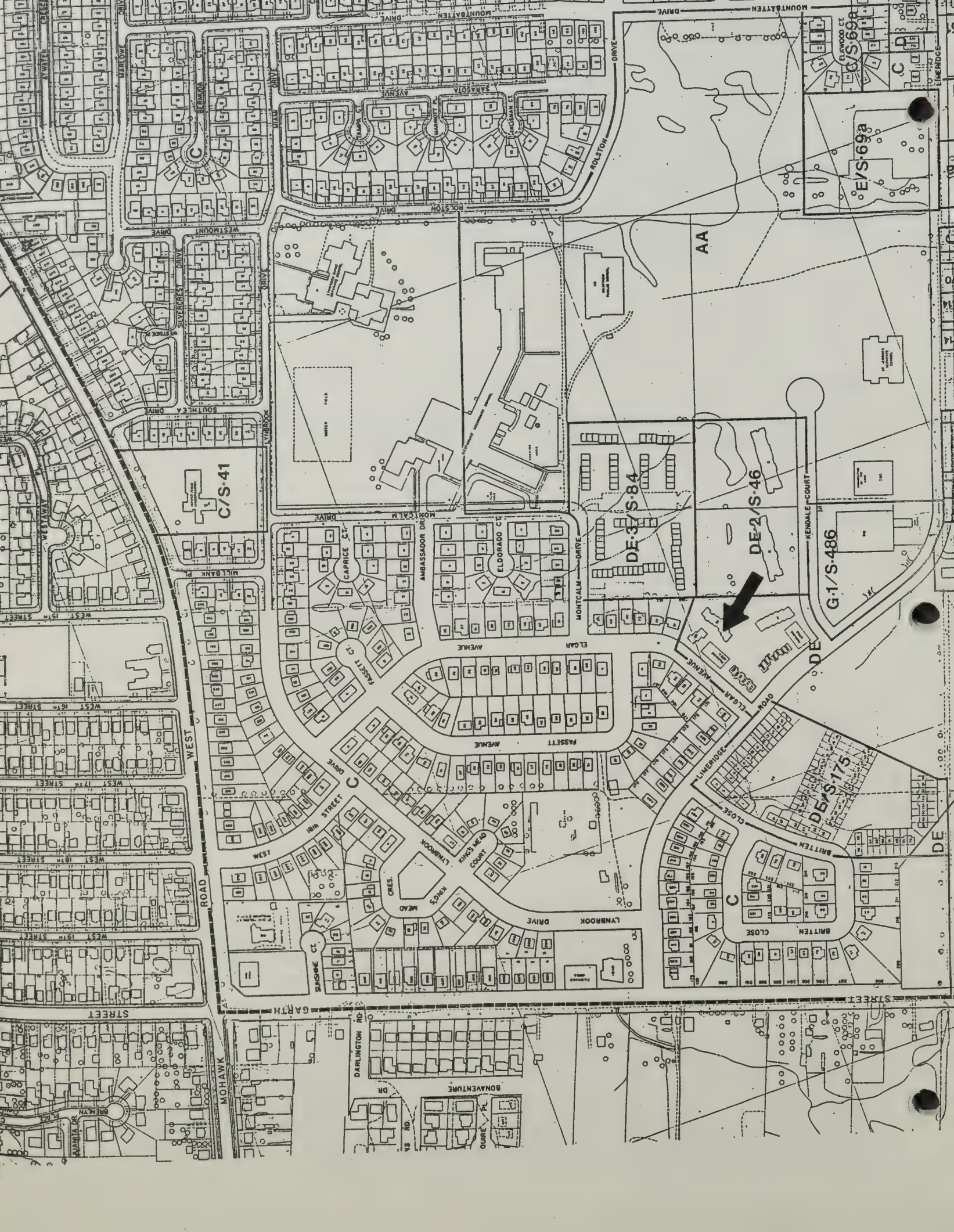
FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Don Ross has forwarded to the Traffic Department a copy of a petition requesting that parking be prohibited on the west side of Elgar Avenue in the block between Limeridge Road and Fassett Avenue. Presently, there is a "No Parking" corner clearance on the west side of Elgar between Limeridge and a point 112 feet northerly, and there is unrestricted free parking on both sides of the street for the remainder of the block.

The Traffic Department supports the principle of removing parking from one side of 28 foot wide streets such as this to facilitate the movement of traffic and driveway movements. The residents of the townhouse development at the north-east corner of Elgar and Limeridge were not consulted regarding the removal of parking, but have off-street parking provided. Therefore, since representatives of 11 of the 12 single family homes in the block have signed the petition, the Traffic Department supports the request.



FOR ACTION

10(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

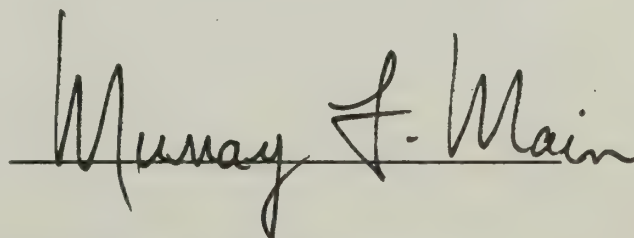
DATE: 1988 April 07
COMM FILE: TEC-64-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of Park Street North between Vine Street and Cannon Street West
-Parking Regulations.

RECOMMENDATION

- a) That a "Permit Parking" regulation be implemented on the west side of Park Street North commencing at Vine Street and extending to a point 150 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first three eligible applicants residing in residential properties abutting the block; and
- c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

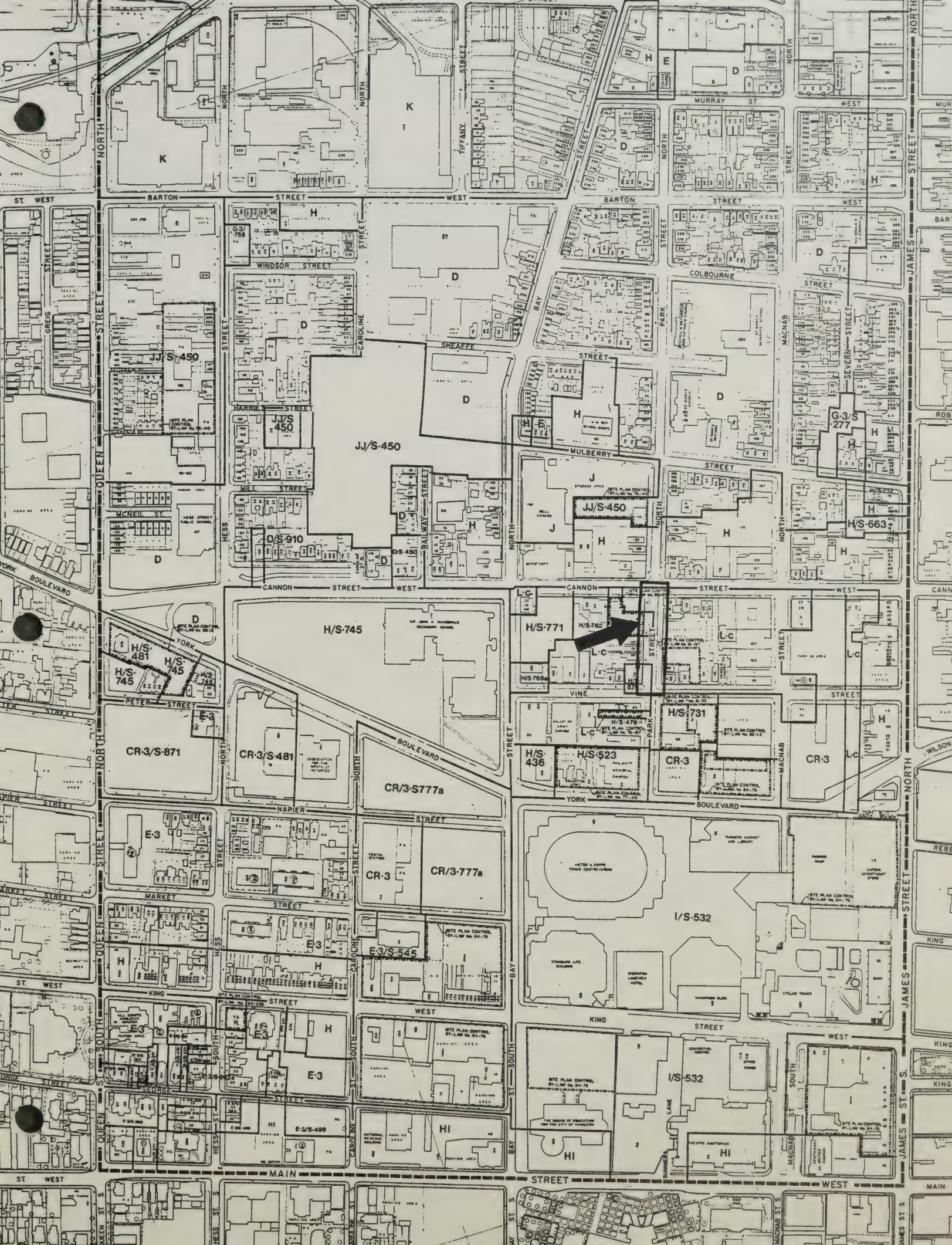
There are sufficient funds available within the 1988 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

The Traffic Department has received a petition signed by representatives of four of the six one, two and three family dwellings on Park Street North between Vine Street and Cannon Street West requesting that a "Permit Parking" regulation be implemented on the street. Presently, parking is prohibited on the east side and there is unrestricted parking on the west side except that parking is prohibited on the west side in front of house No. 105 and Agro Produce.

The resident who circulated the petition has expressed concern regarding non-resident parking on the street. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that there are three legal on-street parking spaces in the block, and the resident who circulated the petition has advised that four of the six residential properties on the street have adequate off-street parking and that no more than three permits would be required by the abutting residents. The two residents who did not sign the petition have off-street parking available. Therefore, it appears that the demand for parking permits would not exceed the number of on-street parking spaces, and since 66 percent of the abutting residents have indicated their support for the regulation, the Traffic Department concurs with this request.



FOR ACTION

10(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 April 07
COMM FILE: TEC-66-88
DEPT FILE: 3-9.2

SUBJECT:

West side of Deschene Avenue, south of Hester Street - Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited on the west side of Deschene Avenue commencing at Hester Street and extending to a point 112 feet southerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

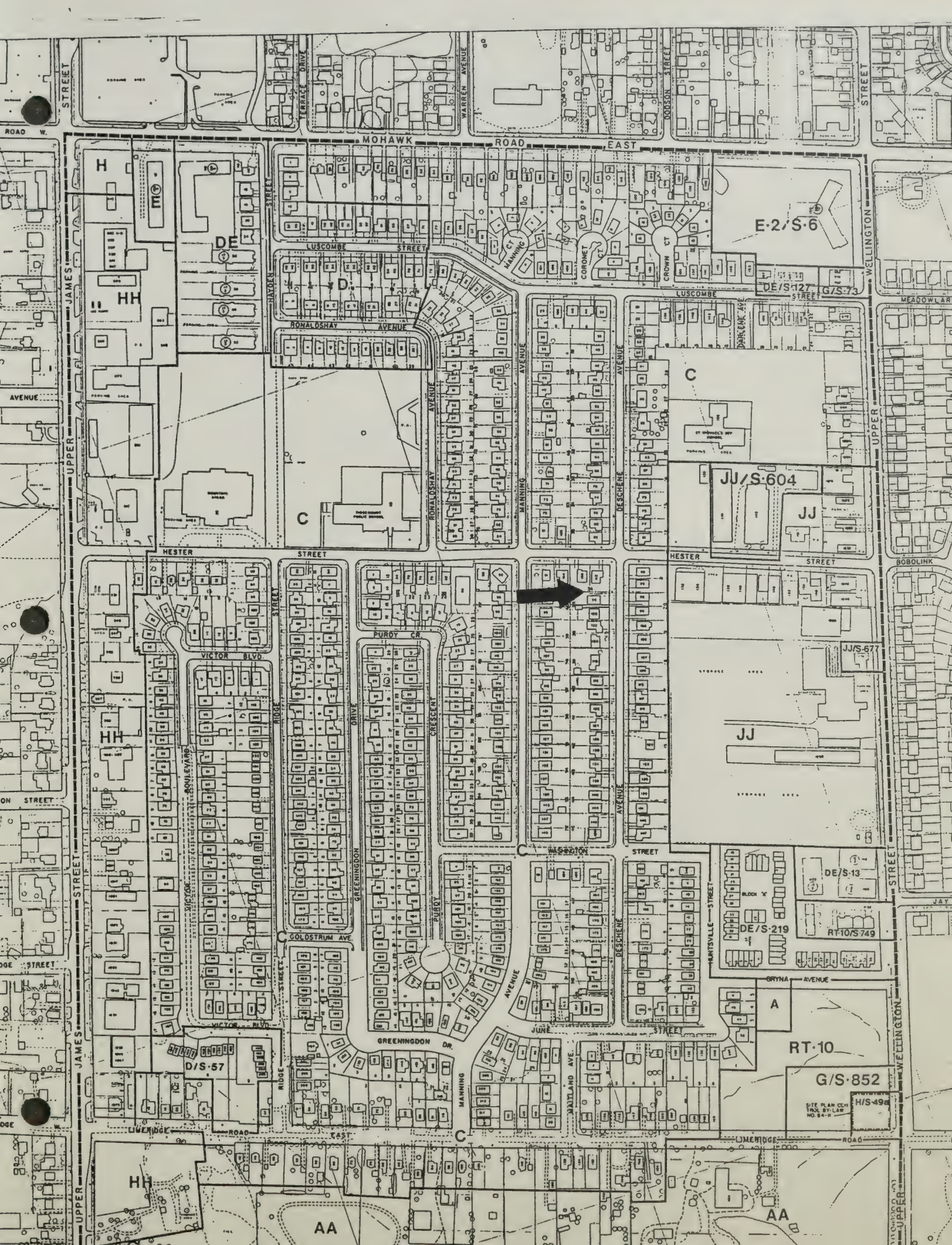
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Henry Merling has advised of a request from an area resident that a corner clearance be implemented on the west side of Deschene Avenue south of Hester Street because of a safety hazard created by vehicles parked on both sides of the street. Deschene has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic movement. Therefore, the Traffic Department concurs with the request and recommends that a 112 foot corner clearance be implemented on the west side of Deschene south of Hester, as a safety measure.

The implementation of this corner clearance would result in a loss of four legal parking spaces along the flankage of a residential property. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.



FOR ACTION

10(f)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

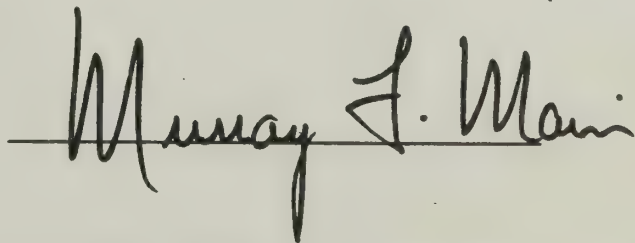
DATE: 1988 April 07
COMM FILE: TEC-67-88
DEPT FILE: 3-9.2

SUBJECT:

Crerar Drive south of Pescara Avenue - Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited on the west side of Crerar Drive between Pescara Avenue and a point 255 feet southerly therefrom; and
- b) That a "One Hour Parking Time Limit, 7:00 a.m. to 7:00 p.m." regulation be implemented on the east side of Crerar Drive commencing at Pescara Avenue and extending to a point 255 feet southerly therefrom; and
- c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

Alderman Henry Merling has forwarded to the Traffic Department a petition requesting that parking be prohibited on the west side and that a "One Hour Parking Time Limit, 7:00 a.m. to 7:00 p.m." regulation be implemented on the east side of Crerar Drive between Pescara Avenue and the southerly end of the street. The petition is signed by representatives of seven of the eight abutting residential properties. Presently, there is unrestricted free parking on both sides of this section of the street.

The implementation of the parking prohibition on the west side of the street would not result in any loss of on-street parking, since there is insufficient room between driveways to park vehicles. The implementation of the time limit regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 88 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.



56	16	130
82	33	118
119	8	19

CITY OF HAMILTON

CRERAR

FOR ACTION

10(g)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 April 07
COMM FILE: TEC-68-88
DEPT FILE: 3-9.2

SUBJECT:

Allenby Avenue between McElroy Road East and the northerly end - Parking Regulations.

RECOMMENDATION

- a) That an "Alternate Side Parking" regulation be implemented on Allenby Avenue between McElroy Road East and the northerly end, such that parking is prohibited;
- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

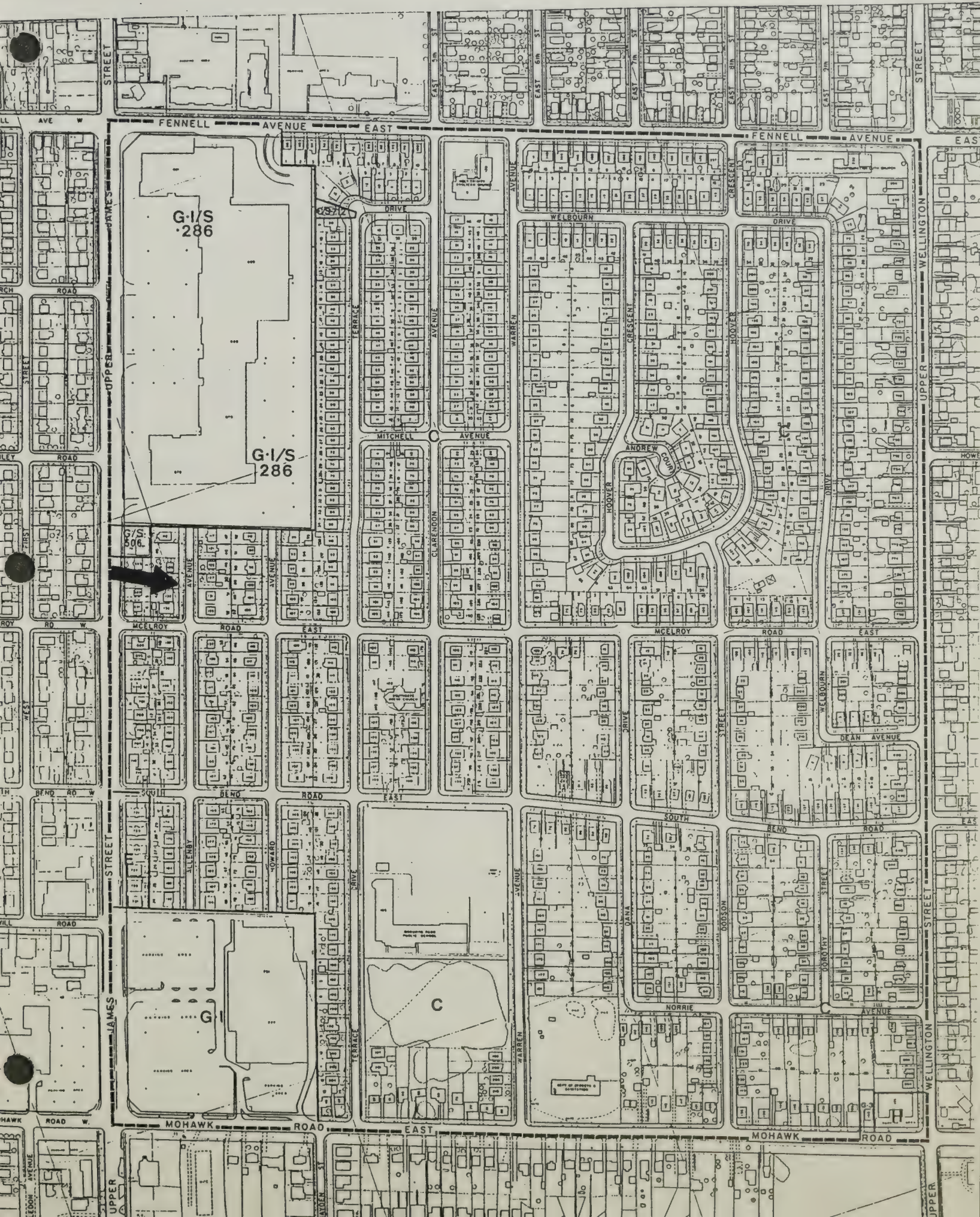
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Henry Merling has forwarded to the Traffic Department a petition signed by residents of Allenby between McElroy and the northerly end, requesting that an "Alternate Side Parking" regulation be implemented on the street. The petition is signed by representatives from 8 of the 12 abutting single family homes. Presently, parking is prohibited on both sides of Allenby between McElroy and the southerly end. These parking prohibitions were implemented in March 1986, at the request of a majority of the abutting residents, who at that time, were concerned that persons going to the Mountain Plaza frequently parked on Allenby and walked to the plaza through the fence at the northerly end of the street.

Experience has shown that a parking prohibition on both sides of a local residential street is over-restrictive. Therefore, since 66 percent of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

All of the residential properties on the street have off-street parking provided and there are an equal number of parking spaces on both sides of the street in the block. Therefore, the number of on-street parking spaces is not a factor in selecting the side on which the winter parking prohibition should be implemented. However, because there is a fire hydrant located at the northerly end of the block on the east side of the street, it would be appropriate to prohibit parking on the east side of the street during the winter months.



FOR ACTION

11

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 17
COMM FILE: TEC-56-88
DEPT FILE: 3-9.5

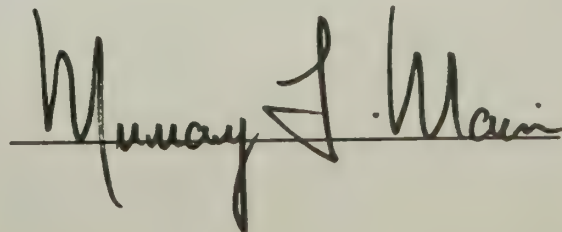
SUBJECT:

Miran's Carpet Services Limited, 1146 Barton Street East - Application for Boulevard Parking.

RECOMMENDATION

That the application by Miran's Carpet Service Limited to lease a portion of the boulevard of Fraser Avenue adjacent to No. 1146 Barton Street East be approved, provided that;

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$100.00 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- v) the owner executes an agreement satisfactory to the City's solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.


Murray J. Main

FINANCIAL IMPLICATIONS

Revenue from the leasing of this boulevard would be \$100.00 per year.

BACKGROUND

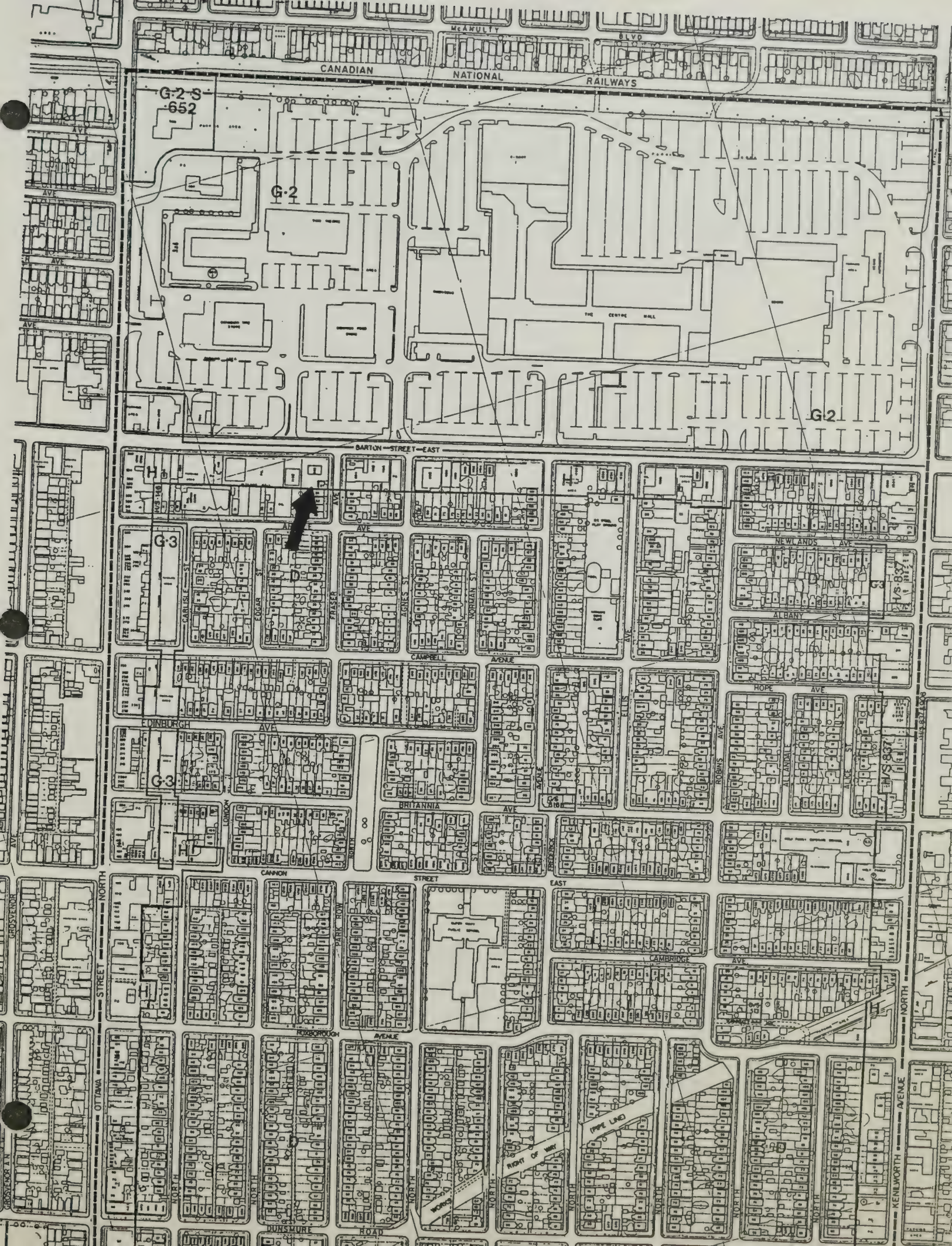
Miran's Carpet Services Limited, No. 1146 Barton Street East, has applied for permission to lease a portion of the road allowance of Fraser Avenue adjacent to this property to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required Boulevard Parking Agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$135.00 which represents the first annual leasing fee, (\$100.00) and encroachment insurance (\$10.00), as well as the one-time registration fee (\$25.00).

On 1988 January 12, the City Council approved a one-time \$150.00 processing fee for boulevard parking applications. However, since this application was received prior to this date, it would not be appropriate to charge a processing fee to this applicant.

cc: Mr. K. A. Rouff
City Solicitor



FOR ACTION

12

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

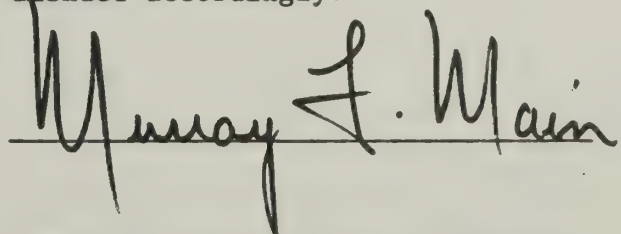
DATE: 1988 March 29
COMM FILE: TEC-57-88
DEPT FILE: 3-9.3

SUBJECT:

Intersection of Campbell and Balmoral Avenues - Corner Clearances.

RECOMMENDATION

- (a) That a stopping prohibition be implemented on the west side of Balmoral Avenue commencing at Campbell Avenue and extending to a point 39 feet northerly therefrom; and
- (b) That a stopping prohibition be implemented on the west side of Balmoral Avenue commencing at Campbell Avenue and extending to a point 43 feet southerly therefrom; and
- (c) That a stopping prohibition be implemented on the east side of Balmoral Avenue commencing at Campbell Avenue and extending to a point 41 feet northerly therefrom; and
- (d) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

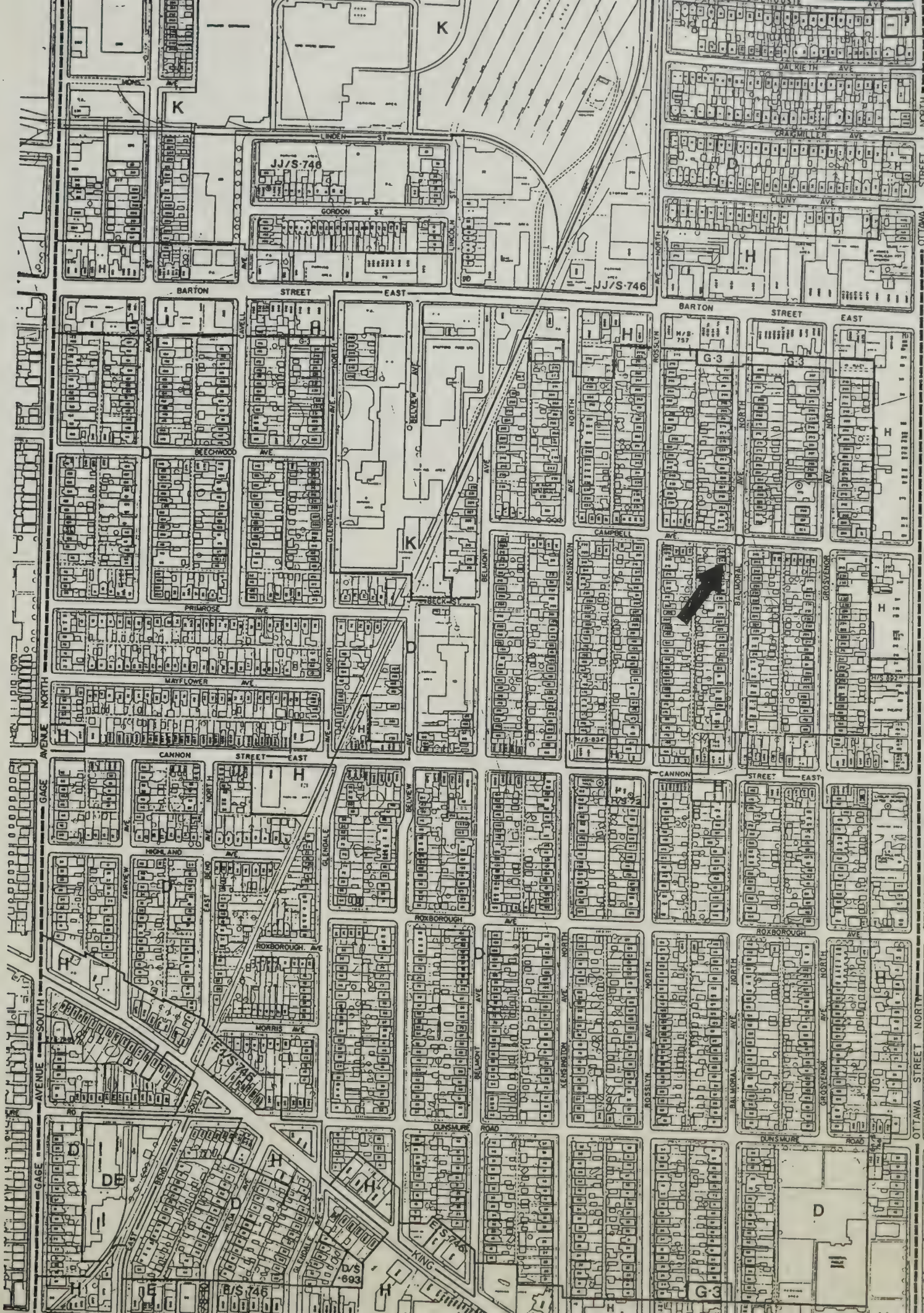
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND

As a result of a request by Alderman Brian Hinkley that 4-way stop control be implemented at the intersection of Balmoral and Campbell, the Traffic Department recently reviewed conditions at this location. Presently, eastbound and westbound traffic on Campbell is required to stop for northbound and southbound traffic on Balmoral.

An investigation has revealed that it would not be appropriate to recommend 4-way stop control at this time. However, records indicate that there has been an average of 2.8 reported accidents per year at this intersection in the past 5 years. Virtually all of these accidents involved motorists on Campbell who failed to yield the right-of-way to motorists on Balmoral, and may be directly attributed to poor visibility at the intersection created by parked vehicles on Balmoral. Therefore, to improve conditions at this intersection, the appropriate safety measure would be to implement corner clearances on Balmoral, north and south of Campbell.

There is a presently a parking prohibition on the east side of Balmoral, south of Campbell, which serves as a loading zone for the variety store at the south-east corner of the intersection. Records indicate that there have been no reported accidents involving westbound motorists on Campbell who failed to yield the right-of-way to northbound motorists on Balmoral, and therefore, it appears that the existing parking prohibition on this corner is sufficient. However, to improve conditions at this intersection, it would be appropriate to prohibit stopping on the west side of Balmoral, south of Campbell, and on both sides of Balmoral, north of Campbell. These stopping prohibitions will result in a total loss of 3 on-street parking spaces. However, all of the properties on the corners have off-street parking provided, and parking is permitted on one side of both Balmoral and Campbell in this area. Therefore, the implementation of "No Stopping" corner clearances to improve conditions at this intersection should not result in any serious parking problems for abutting residents.



FOR ACTION

13

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

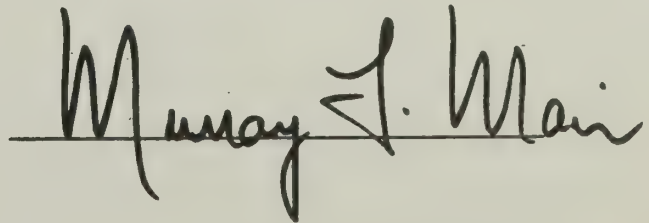
DATE: 1988 March 29
COMM FILE: TEC-58-88
DEPT FILE:

SUBJECT:

Upper Paradise Bus Route - Route Realignment.

RECOMMENDATION

- a) that, in accordance with the request from the Hamilton Street Railway Company, permission be granted to remove the Upper Paradise route from service on West 31st Street from Scenic Drive to Angela Avenue, and on Angela Avenue from West 31st Street to Upper Paradise Road; and,
- b) that the following Upper Paradise route bus stops be removed:
 - southbound - West 31st between Scenic Drive and Angela Avenue (MB)
 - eastbound - Angela at Upper Paradise.
- c) that the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Traffic Department has received a letter from the Hamilton Street Railway Company advising of proposed changes to improve service on the Upper Paradise bus route. These service changes were approved by the Regional Council on 1987 November 16, and include the removal of this route and the associated bus stops on West 31st Street from Scenic Drive to Angela Avenue and on Angela Avenue from West 31st Street to Upper Paradise Road. The Traffic Department supports the proposed route changes and bus stop changes. Removal of the Bus Stops from West 31st Street will restore several parking spaces to the street.

The Regional Engineering Services Committee, on 1988 March 29, approved the revisions to the Upper Paradise Bus Route on Regional Roads.

FOR ACTION

14

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 29
COMM FILE: TEC-59-88
DEPT FILE:

SUBJECT:

Loading Zone in front of no. 76 - 78 Burton Street.

RECOMMENDATION

That no action be taken on the request by Mr. F. Cerasoli, 76 - 78 Burton Street, that the existing "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in front of this property be removed.

Murray F. Main

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

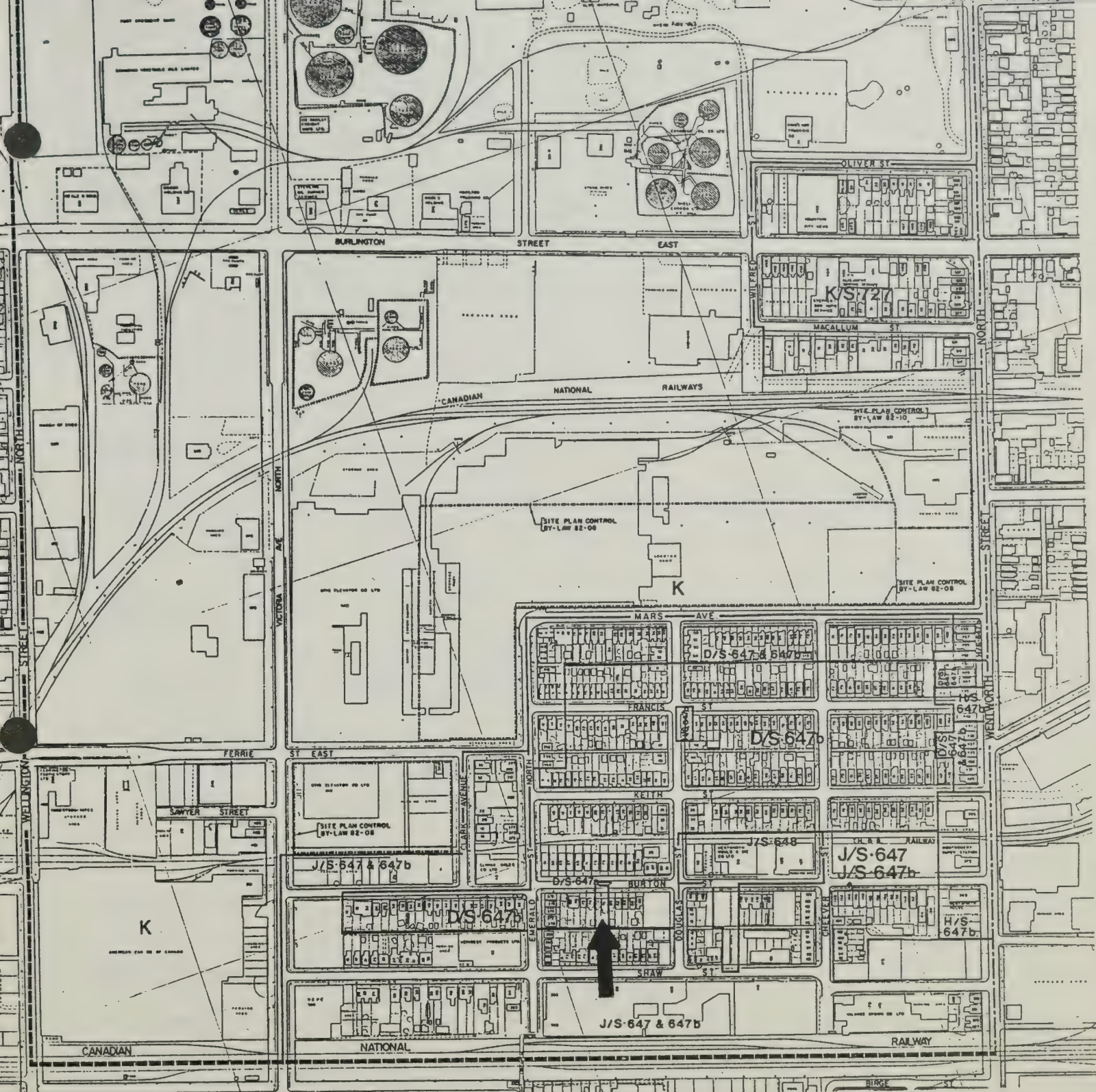
BACKGROUND

On 1983 April 26, the City Council approved a request by Mr. F. Cerasoli, the owner of the residential/industrial property at no. 76 - 78 Burton Street, that a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented in front of this property in order to allow loading and unloading to occur on the street. Mr. Cerasoli's request was prompted, in part, by a letter from Alderman Brian Hinkley requesting enforcement and advising that vehicles loading and unloading in front of this property partially or completely blocked the street from time to time. The part-time parking prohibition was implemented in front of this property on 1983 May 30.

Since the part-time parking prohibition was implemented, Mr. Cerasoli has contact various staff members on many occasions, asking that the signs be removed since he had never requested these signs. Mr. Cerasoli's telephone calls generally follow the issuance of a parking tag to his vehicle for being

illegally parked in the "No Parking" area at this location. The Traffic Department response has been that if he wishes to request the removal of the signs in writing, we would be pleased to refer the matter to the Transport and Environment Committee for consideration. On 1988 March 10, the Traffic Department received a letter from Mr. Cerasoli advising that "These signs were not installed at my request regardless of City employee perceptions" and requesting that the signs be removed.

It is our conclusion , and also that of Alderman Brian Hinkley, that the "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in front of this property is appropriate in order that loading activities may be accommodated without blocking the public highway. This would appear to be the only way to minimize complaints from neighbours in the area respecting the blockage of the street. Therefore, the Traffic Department recommends that the loading zone in front of 76 - 78 Burton Street be retained.



106	69	70
10	95	48

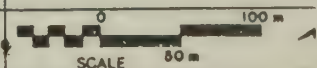
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Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

CITY OF HAMILTON

INDUSTRIAL SECTOR AND KEITH ZONING



PLANNING
UNIT NO
6201
6212

June 1985

FOR ACTION

15

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

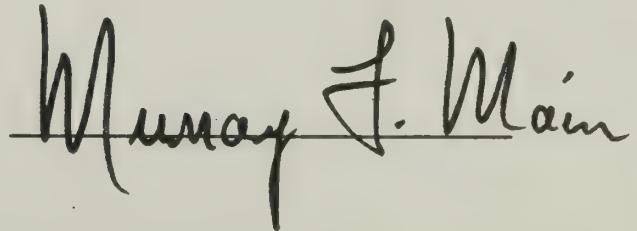
DATE: 1988 April 12
COMM FILE: TEC-63-88
DEPT FILE:

SUBJECT:

Intersection of Main Street East and Walter Avenue - Request for a School Traffic Officer.

RECOMMENDATION

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police, a School Traffic Officer be assigned to the intersection of Main Street East and Walter Avenue.
- b) That the Finance Committee be requested to recommend a method of financing \$3,770.00 to cover the cost of assigning a School Traffic Officer to this intersection for the remainder of 1988.



FINANCIAL IMPLICATIONS

See recommendation (b) above.

BACKGROUND

Mr. G. Bergamo, 1679 Main Street East, recently wrote to the Traffic Department regarding traffic conditions on Main Street East between the Queenston Traffic Circle and Parkdale Avenue. Mr. Bergamo suggested that a School Traffic Officer be assigned to the intersection of Main and Walter, and this suggestion was referred to the Regional Police Department for investigation. Presently, northbound and southbound traffic on Walter is required to stop for eastbound and westbound traffic on Main.

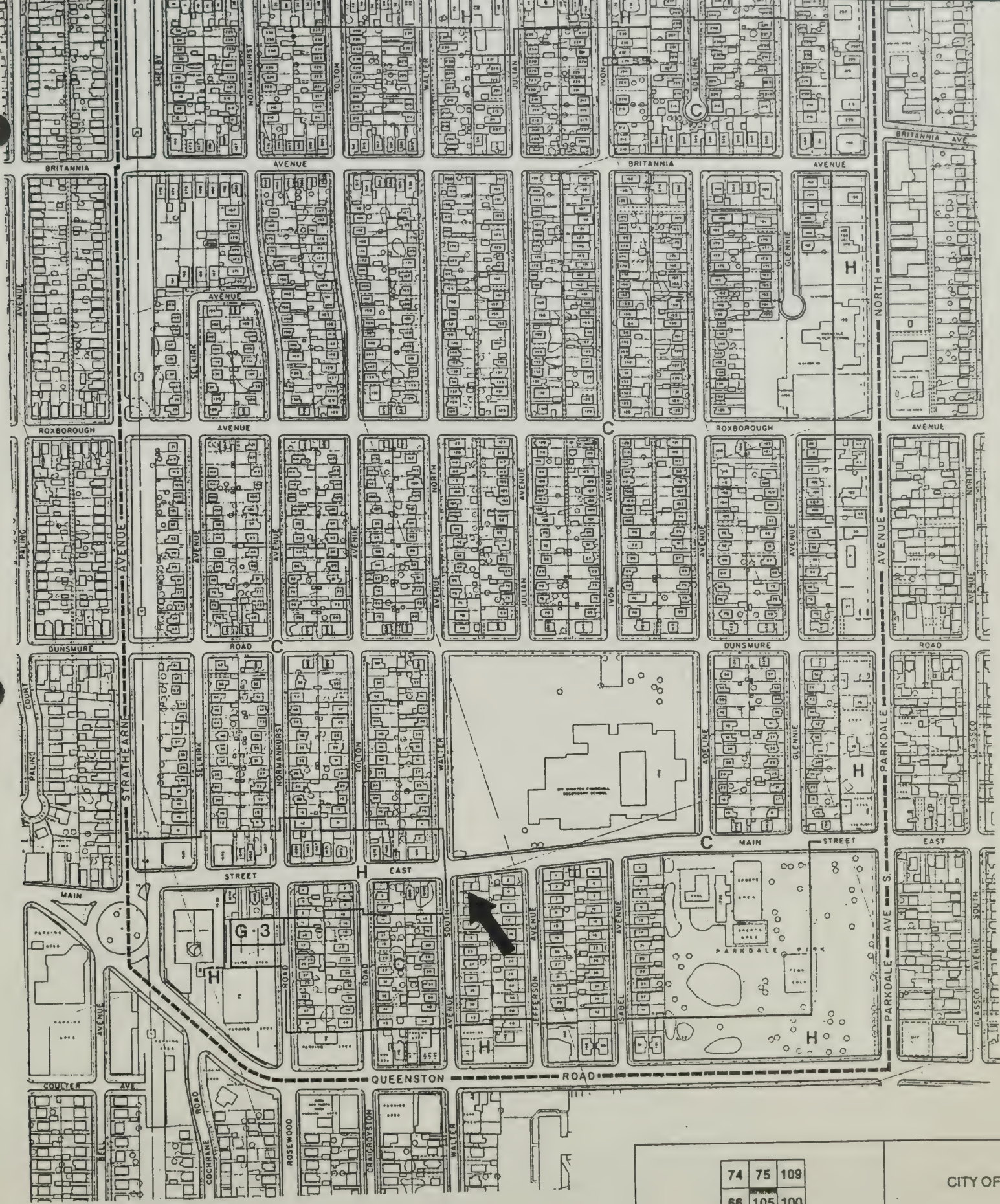
The Regional Police conducted a study at this intersection on 1988 February 24 and have advised that the 33 children observed crossing Main Street at this intersection encountered no safe gaps. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to this intersection.

The Traffic Department concurs with the recommendation of the Regional Police.

cc: Mrs. D. Buist, School Traffic Administrator
Regional Police Department

Mr. E. Matthews
City Treasurer

Mr. J. Thompson, Secretary
Finance Committee



74	75	109
66	105	100
9	52	51

CITY OF H.
NORMAN
ZON

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--- Neighbourhood Boundary
--- Zoning Boundary.

SCALE 80 m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING
UNIT NO
6508
June

FOR ACTION

16

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

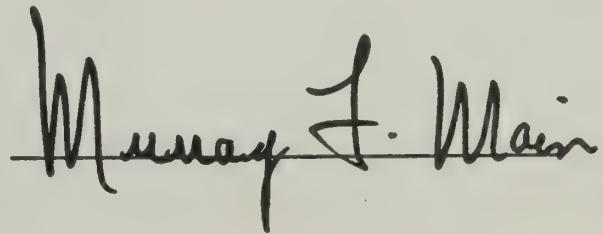
DATE: 1988 February 18
COMM FILE: TEC-35-88
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 1061 King Street West - Application for Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 10 applicants residing in the apartment building at No. 1061 King Street West.



FINANCIAL IMPLICATIONS

There is a potential for \$20.00 in revenue each month from the sale of parking permits to the residents at No. 1061 King Street West.

BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 1061 King Street West, that time limit exemption permits be issued to residents of this building. The apartment building is located on the

south west corner of King and Newton, and the applicant has indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are 10 dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are generally lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 13 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 13 off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of 10 parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis.



FOR ACTION

17

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

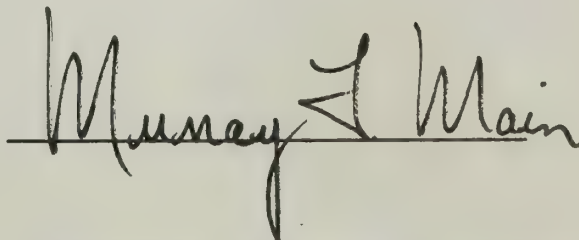
DATE: 1988 April 07
COMM FILE: TEC-65-88
DEPT FILE: 3-9.1

SUBJECT:

Reconstruction of Limeridge Road East between Upper Wentworth Street and Kingfisher Drive.

RECOMMENDATION

- a) That eastbound motorists in the second lane from the south curb on Limeridge Road East be required to turn left onto Upper Wentworth Street; and
- b) That the "Through Street" designations of Kingfisher Drive and Limeridge Road East be amended to permit the erection of a stop sign for southbound traffic on Kingfisher Drive at Limeridge Road; and
- c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

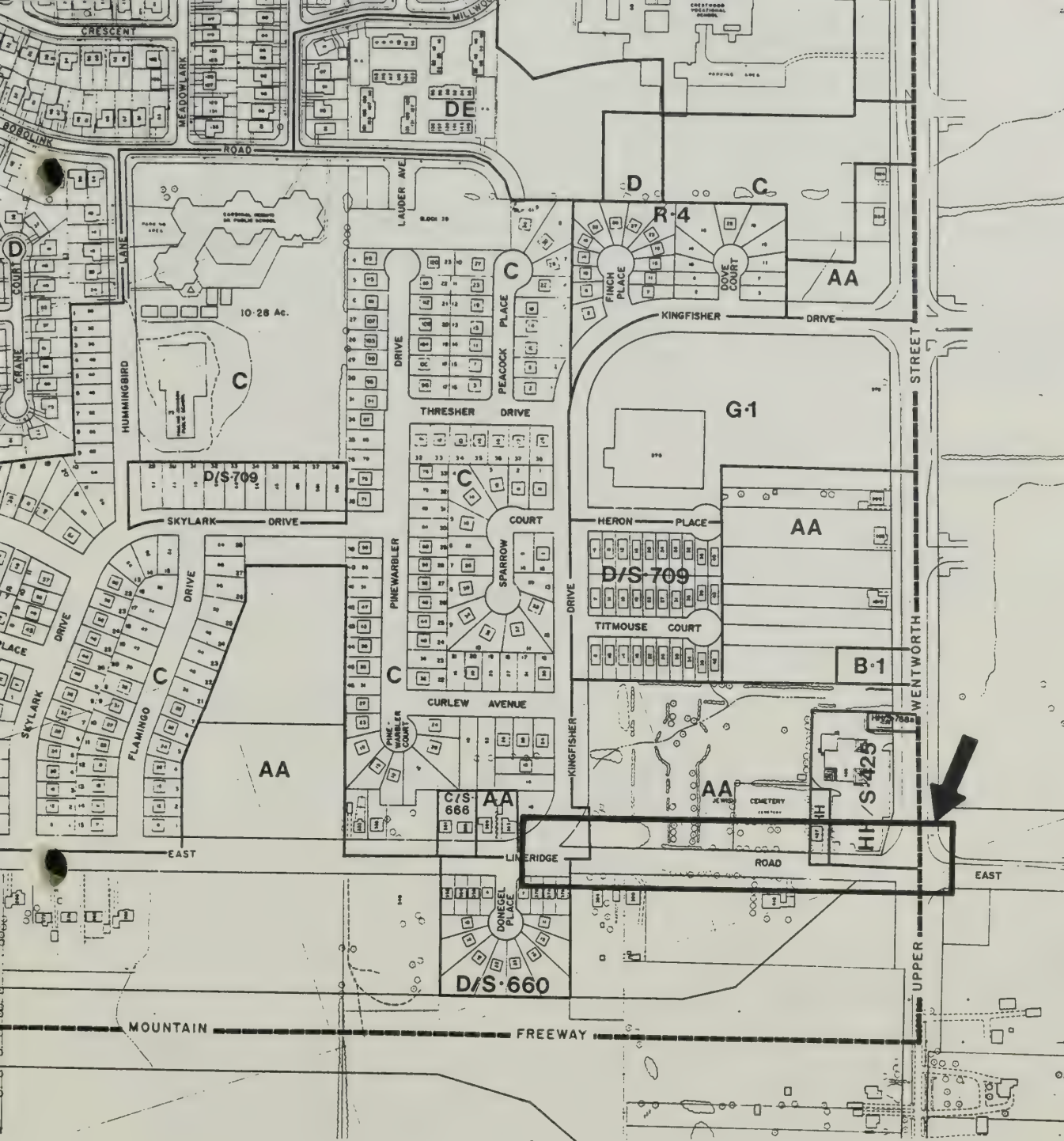
There are sufficient funds available in the 1988 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Reconstruction recently began on Limeridge Road East between Upper Wentworth and Kingfisher. The intersection of Kingfisher and Limeridge will now become a "T" shaped intersection, and it is proposed that southbound traffic on Kingfisher be required to stop for eastbound and westbound traffic on Limeridge.

Presently, the Traffic By-law specifies that Kingfisher Drive is the "through street" at the intersection of Limeridge, which means that traffic on Limeridge is required to stop. Therefore, the erection of a stop sign for southbound traffic on Kingfisher at Limeridge will require a revision to the "through street" status of both of these roadways. This is merely an amendment to the Traffic By-law.

The proposed reconstruction will also include an additional eastbound traffic lane, west of Upper Wentworth. Since the pavement narrows, east of Upper Wentworth to one lane in each direction, it will be necessary to implement pavement markings and overhead lane control to require that eastbound motorists on Limeridge in the second lane from the south curb to turn north onto Upper Wentworth.



7	65	18
56	18	130
82	33	118

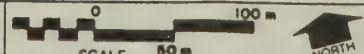
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CITY OF HAMILTON

BRULEVILLE

ZONING

--- Neighbourhood Boundary
--- Zoning Boundary.



Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING
UNIT NO
7202

June 1985

PAGE NO
16

FOR ACTION

18

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

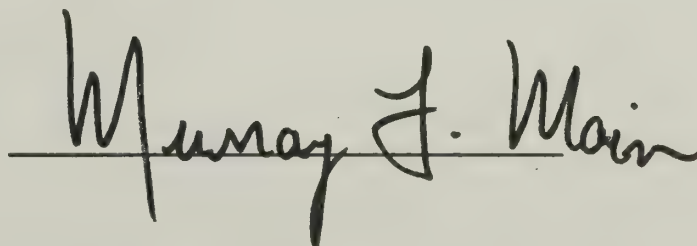
DATE: 1988 April 08
COMM FILE: TEC-60-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of East 14th Street and Brucedale Avenue East - Intersection Control.

RECOMMENDATION

That no action be taken on the request for 4-way stop control at the intersection of East 14th Street and Brucedale Avenue East at this time.



FINANCIAL IMPLICATIONS

The installation of an additional stop sign on East 14th Street at Brucedale Avenue East would result in increased motor vehicle operating costs, in the order of \$10,000.00 per year.

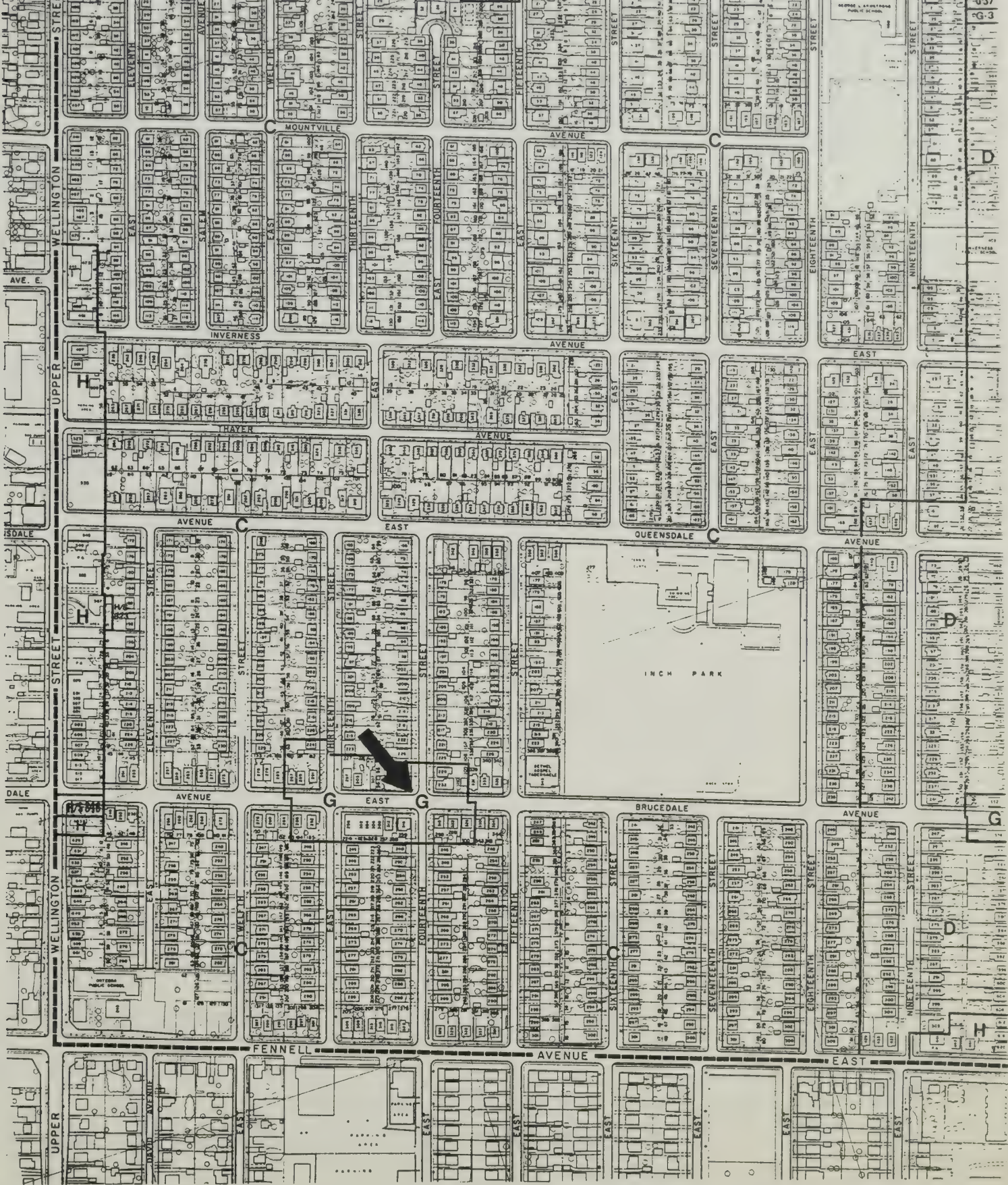
BACKGROUND

Alderman Henry Merling recently forwarded to the Traffic Department a copy of a petition signed by representatives of six residential properties in the vicinity of the intersection, requesting that 4-way stop control be implemented at East 14th Street and Brucedale Avenue East. The Traffic Department investigated this request, and has the following comments:

1. Presently, eastbound and westbound traffic on Brucedale is required to stop for northbound and southbound traffic on East 14th and investigations reveal that the existing 30 inch stop signs are well located and readily visible. The intersection is operating safely under the present control, since our records indicate that there has been an average of less than 1 accident per year at this intersection over the past 7 years.

2. Traffic on East 14th presently stops at 5 of the 6 streets intersecting with East 14th in the 3400 foot section of street (.64 miles) between Queensdale and the southerly end (Alderney Avenue). Also, traffic on East 14th presently stops approximately 700 feet north of Brucedale (at Queensdale) and approximately 600 feet south of Brucedale (at Fennell) and we would consider an additional stop on East 14th at Brucedale to be over-restrictive and unnecessary.
3. The Traffic Department uses certain criteria to determine when all direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for vehicles to stop. None of these criteria are met at this intersection at this time.

In view of the above, the Traffic Department cannot support the request for 4-way stop control at East 14th and Brucedale at this time.



31	125	124
22	68	42
7	65	18

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Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
1100 Main Street West, Hamilton, Ontario



PLANNING
UNIT NO
7210

19

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 07 April 1988
COMM FILE: 3-11.10
DEPT FILE: T104-10
ID#0043D (43)

SUBJECT:

Local Improvement Rate for Concrete Paving of Public Unassumed Alleys.

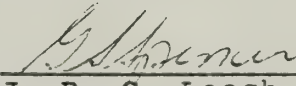
RECOMMENDATION

- (a) That the following change be made in the maximum charge for Local Improvements per metre of frontage:

Maximum Charge
Per Metre of Frontage

<u>Item</u>	<u>From</u>	<u>To</u>
Alleys	\$70.00	\$92.00

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.


for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

At the January 18, 1988 meeting of your Committee, a recommendation to increase the current local improvement rate for alleys was tabled for a report on alleys in the City of Hamilton.

Presently, there are about 640 public alleys in the City of Hamilton, of which approximately 90 have been assumed by the City. The total length of the alleys is approximately 64 km. All alleys

Cont'd...

Cont'd...

in the City were created by plans of subdivision or by By-law. Generally, the alleys were established to provide access to rear yards.

There are three types of alleys:

1. Public unassumed;
2. Public assumed; and,
3. Private alleys (Rights-of-Way).

Public unassumed alleys have been created by a plan of subdivision and have had only limited maintenance performed by the City. Generally, the alleys were not dedicated to the City on the original plan, but they are deemed to have become public since they have been used freely by the public over the years. The City has special legislation (The City of Hamilton Act, 1973 and 1986) and By-law Nos. 73-160, 86-155 and 86-156 were passed pursuant to these Acts permitting limited maintenance, e.g., removal of debris, objects, parked cars, dead trees and health hazards without affecting their unassumed status.

Alleys may be assumed by By-law and by spending public funds on work within the alley. The Commissioner of Engineering may recommend to your Committee that an alley be assumed by By-law if he has, in his possession, a sufficiently-signed petition from the abutting owners to pave the alley under The Local Improvement Act. The alleys become assumed if public funds are spent on construction of pavement in the alley.

Private alleys are lanes in private ownership. The City has no interest in these alleys.

Many of the public alleys are used daily, providing access to residential and commercial properties. Other are impassable due to terrain or have been occupied by abutting owners who have erected fences such that the alleys are physically non-existent. In our opinion, the alleys serve a useful function since, in many cases, due to the proximity of houses to lot lines, it is not possible to have a driveway at the side of the house. They provide an alternative to on-street parking by opening up rear yard areas.

The practice of the City has been not to initiate construction of concrete alleys. However, the abutting owners may request the work to be done under The Local Improvement Act. Under the Act, two-thirds of the abutting owners are required to sign the petition and the assessed value of their lots must be at least 50% of the total assessed value of the lots abutting the alley. Once the alleys are paved with concrete, they are maintained by the Public Works Depart-

Cont'd...

Cont'd...

ment and are reconstructed under the City's Reconstruction Program at no direct cost to the abutting owners. The 1988 Reconstruction Program includes the reconstruction of one alley at an estimated cost of \$76,000.

During 1985, 1986 and 1987, the following amounts were approved in the Capital Budget for alley construction as local improvements:

<u>Year</u>	<u>City's Share</u>	<u>Owner's Share</u>	<u>Gross Cost</u>
1985	\$144,745	\$ 82,765	\$227,510
1986	\$178,929	\$112,229	\$291,158
1987	\$220,431	\$120,607	\$341,038

The proposed rate for construction of alleys has been established by reviewing actual construction costs for 1987 and including an inflationary increase for 1988. The owners will be charged this rate or the actual cost, whichever is less.

CONCLUSION

Since the public alleys perform a useful function and first-time construction costs are shared by the abutting owners in a fair and equitable manner, we recommend no change to the current practice regarding paving of public alleys.

RPM:cab.

c.c. K. A. Rouff, City Solicitor

F O R A C T I O N

20

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 6
COMM FILE:
DEPT FILE: E 308-02C
ID#0043D (12)

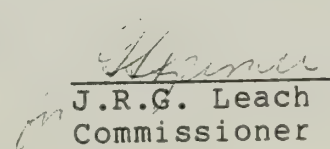
SUBJECT:

Rondar Inc. Application Submission to the Ontario Ministry of the Environment for Site Approval to carry out PCB decontamination at the Firestone Canada Ltd. facility located at 1579 Burlington Street East in Hamilton.

RECOMMENDATION

It is recommended that:

1. the local Approvals Branch of the Ontario Ministry of the Environment be informed that the City of Hamilton has no objection to the application of Rondar Inc. for approval to carry out PCB decontamination at the Firestone Canada Ltd. facility located at 1579 Burlington Street East in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully.
2. that the 30-day waiting period, as recommended by the Ministry of the Environment in their letter of March 18, 1988, be waived.



J.R.G. Leach
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Continued . . .

-page 2-
April 6, 1988

Application by Rondar Inc. Re: - Firestone Plant.

Continued . . .

BACKGROUND

Firestone Canada Inc. has hired Rondar Inc. to decontaminate three transformers currently in use at their 1579 Burlington Street plant. The three transformers collectively contain 8865 litres of PCB contaminated insulating oil. The levels of contamination have been measured at 147, 137 and 784 ppm of PCB's.

The mode of operation proposed by Rondar consists of connecting their mobile dechlorination unit directly to each de-energized transformer, decontaminating the oil to a non-detectable level (less than 2 ppm of PCB's) in 1500 litre batches, processing the decontaminated oil and returning it to the transformer from which it was originally extracted.

The byproduct of the Rondar process, in this particular case will be approximately 350 litres of centrifuge discharge, and 320 kilograms of spent Fullers Earth. This waste will be delivered for final processing and disposal to two Ministry licensed facilities, namely Retek Resources Recovery Inc. (Brantford), and Tricil Ltd. (Sarnia).

If given the Ministry's approval to proceed, Rondar Inc. officials will schedule the work to be carried out during a five day period between April 11 and 22, 1988.

VT:clc

F O R A C T I O N

21

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 March 22

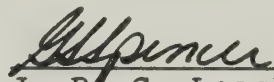
COMM FILE: 3-11.2
DEPT FILE: G71-01
ID#0043D

SUBJECT

Windermere Basin Rehabilitation Project Funding Agreement

RECOMMENDATION

- a) That the Mayor and the City Clerk be authorized to execute the attached Agreement respecting the Windermere Basin Rehabilitation Project Funding Agreement on behalf of the City of Hamilton.
- b) That the Treasurer be authorized to issue a cheque in the amount of \$500,000 to the Windermere Basin Rehabilitation Project, In Trust from the project account.


J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share of the project is \$750,000.00.

The cash flow defined on Page 5 of the agreement is as follows:

Aggregate Contribution by all Parties on Signing of the Agreement	\$ 250,000.00 (5.55%)
2nd Aggregate Contribution April 1, 1988	\$2,750,000.00 (61.11%)
3rd Aggregate Contribution April 1, 1989	\$1,500,000.00 (33.325%)
TOTAL	<hr/> \$4,500,000.00

All monies will be deposited into a project Trust Fund administered by an external auditor. Interest earned on deposit will be credited to the account and surplus funds at the completion of the project will be refunded on a pro-rated basis.

Upon execution of the Agreement, the first two installments are payable into the trust fund. The City's share of the first two installments is \$500,000.00.

Cont'd

-Page 2-
March 22, 1988

Cont'd

The balance of the City's contribution, \$250,000.00, is payable April 1, 1989.

BACKGROUND

On October 13, 1987 City Council received a progress report (Item #18 - Report 14-87) from the Transport & Environment Committee on the Windermere Basin Rehabilitation Project. The background report referred to a five-party agreement related to this project. The agreement between the Region, the City of Hamilton, the Hamilton Harbour Commissioners, the Province of Ontario and the Government of Canada has now been approved by the lawyer for all of the parties and is now ready for execution.

The attached agreement sets out the terms and conditions for payments and the obligations of all parties for the undertaking of this project. The previously agreed cost sharing is:

Hamilton Harbour Commissioners	\$ 500,000 (11.1%)
City of Hamilton	750,000 (16.67%)
Region of Hamilton-Wentworth	750,000 (16.67%)
Province of Ontario	1,250,000 (27.78%)
Canada	<u>1,250,000 (27.78%)</u>
	4,500,000

Also attached to this report is correspondence from the Harbour Commissioners which provides an update on the status of the project. The Committee should note there will be a public meeting early in May which is a requirement of the environmental review process. Also, there is a hydraulic model of the basin after dredging which will be available for public viewing at the Canada Centre for Inland Waters during the open house the week of April 13th to the 18th, 1988.

GSS:cd
Attach.

THIS AGREEMENT made this day of
1988.

B E T W E E N:

THE HAMILTON HARBOUR COMMISSIONERS,
incorporated under the laws of Canada,

Hereinafter referred to as the "Commissioners",
OF THE FIRST PART,

- and -

THE CORPORATION OF THE CITY OF HAMILTON,

Hereinafter referred to as the "City",
OF THE SECOND PART,

- and -

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH,

Hereinafter referred to as the "Region",
OF THE THIRD PART,

- and -

THE GOVERNMENT OF THE PROVINCE OF ONTARIO,
represented by the Minister of the Environment,

Hereinafter referred to as "Ontario",
OF THE FOURTH PART,

- and -

THE GOVERNMENT OF CANADA,
represented by the Minister of the Environment,

Hereinafter referred to as "Canada",
OF THE FIFTH PART.

WHEREAS the Commissioners are the owners of certain

lands and water lots comprising an area which is known and hereinafter referred to as the "Windermere Basin";

AND WHEREAS the parties hereto have agreed to engage in a project to clean up the extreme siltation conditions existing in the Windermere Basin through a scheme of partial dredging and removal of sediment and the depositing of such sediment in confined areas behind protective berms located within the limits of the Windermere Basin area, with a view to creating useable land and maximizing the resulting area of open water within the Basin, as shown in the plan appended as Schedule "A", subject to final layout and specifications as determined by the Commissioners (which project and the project work are hereinafter referred to as the "Project" and the "Project Work");

AND WHEREAS for purposes of implementing, carrying out and furthering their responsibilities and obligations as set out in the Hamilton Harbour Commissions Act 1912, as amended, the Commissioners have agreed to contribute to the financing of the Project and participate in the undertaking of the Project Work as hereinafter more particularly set forth;

AND WHEREAS Canada, Ontario, the Region and the City have agreed to contribute to the financing of the Project as hereinafter more particularly set forth for the purpose of environmental improvements and of minimizing future costs of dredging the shipping channel adjacent to the Windermere

Basin, which will result from the Project and the Project Work;

AND WHEREAS the Governor in Council by Order in Council P.C. 1988/ of the day of 1988, has authorized the Minister of the Environment to execute this Agreement on behalf of Canada; .

AND WHEREAS the Lieutenant Governor in Council by Order in Council No. dated the day of 1988, has authorized the Minister of the Environment to execute this Agreement on behalf of Ontario;

AND WHEREAS each of the parties hereto has agreed that the Commissioners shall act as the Project Manager with respect to the Project and the Project Work;

AND WHEREAS the parties hereto have further agreed as hereinafter set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and the covenants hereinafter contained, the parties covenant, promise and agree as follows:

1.(a) Unless otherwise agreed in writing by the parties hereto, the total budgeted cost (the "Budgeted Cost") for the Project Work shall not exceed FOUR MILLION, FIVE HUNDRED THOUSAND DOLLARS (\$4,500,000.00) and the respective financial contributions of the parties to the Budgeted Cost of the

Project shall be as follows:

The Commissioners	\$ 500,000.00
The City	750,000.00
The Region	750,000.00
Ontario	1,250,000.00
Canada	<u>1,250,000.00</u>
	\$4,500,000.00

Provided that to the extent the actual cost of the Project (as approved in writing by all parties hereto) differs from the Budgeted Cost, the respective financial contributions of the parties to the actual cost of the Project Work shall be amended in accordance with the same proportions as set out above; provided further that in no event shall the financial contribution of Canada exceed \$1,250,000.00.

(b) All parties acknowledge that notwithstanding any other provision of this Agreement the obligations of Ontario and Canada to make any payments hereunder are subject to sufficient appropriations being made by the Legislature and Parliament respectively and being allocated for the purpose of this Agreement in the fiscal years in which they are required.

2. (a) Subject to paragraph 3, each party's financial contribution will be deposited pro rata in the proportions as set forth in subparagraph 1(a) into an interest-bearing trust account (the "Project Trust") to be maintained and administered by the Commissioners, in accordance with the

following timetable:

- (i) an initial aggregate contribution shall be made by the parties on or about the commencement date of this Agreement, being the date when this Agreement has been fully executed and delivered to each of the parties (hereinafter referred to as the "Commencement Date"), to cover engineering, design and start up costs (certain of which costs the parties acknowledge have been incurred prior to the Commencement Date, which costs shall be subject to the terms of this Agreement) \$ 250,000.00
- (ii) a second aggregate contribution shall be made by the parties on or about April 1 , 1988 2,750,000.00
- (iii) a third aggregate contribution shall be made by the parties on or about March 31, 1989 1,500,000.00
- TOTAL: \$4,500,000.00

(b) Notwithstanding subparagraph 2(a), as the Project Work progresses, the Commissioners may, upon the consent of

all parties, amend the dates upon which the parties shall be required to pay into the Project Trust the second and/or third aggregate contribution as aforesaid.

(c) To the extent the actual cost of the Project differs from the Budgeted Cost, the amounts of the aforesaid initial, second and third aggregate contributions shall be accordingly amended in accordance with the same proportions as set out in subparagraph 1(a) hereof.

3.(a) Notwithstanding paragraph 2 hereof, it is understood, acknowledged and agreed that Canada will not pay its agreed financial contribution into the Project Trust and Canada hereby agrees to pay its financial contribution in the following manner:

- (i) At such time(s) as Public Works Canada submits an invoice to the Commissioners pursuant to the Specific Services Agreement referred to in paragraphs 8 and 9 hereof, for the amount of any progress payments made by Public Works Canada to the General Contractor, or at such time(s) as the Commissioners find it necessary to pay any other incidental fees and/or disbursements relating to the Project pursuant to paragraph 9, the Commissioners shall determine the portion of such charge or charges for which Canada is responsible and the Commissioners shall submit an invoice to

Canada for such amount;

- (ii) Within seven days of receipt of an invoice from the Commissioners pursuant to subparagraph 3(a)(i) above, Canada will pay to the Commissioners the amount of such invoice.

(b) Notwithstanding subparagraph 3(a), at such time as the Commissioners provide a final accounting to the parties pursuant to paragraph 13, the Commissioners shall make the required adjustments between the parties such that the contribution of Canada made outside the Project Trust with no interest earned thereon pursuant to paragraph 3(a), and the respective contributions of all other parties made to the Project Trust together with interest earned thereon pursuant to subparagraph 2(a) shall bear the same proportions as set out in subparagraph 1(a).

4. The Commissioners shall act as the proponent of the Project and will undertake and coordinate the Project Work as the Project Manager.

5. The Commissioners, in cooperation with Public Works Canada, will apply for and use their best efforts to obtain all required regulatory approvals, environmental and otherwise; provided in the event that the required approvals cannot reasonably be obtained by the Commissioners on or before April 1st, 1988 the Commissioners may at any time thereafter provide to each of the other parties hereto ninety

days' notice in writing of their intention to discontinue the Project Work under this Agreement and if by the expiry of such ninety day period, the required regulatory approvals have not been obtained, the Commissioners in their discretion, after consultation with each of the other parties, may either request the parties to agree to a further extension of the date for obtaining all such required regulatory approvals, or discontinue the Project Work and, subject to compliance with the requirements of paragraph 13, terminate this Agreement.

6. After the Commencement Date, in accordance with their normal practices and procedures, the Commissioners will retain consulting engineers to carry out the necessary design work and prepare plans and specifications for the Project Work, to Public Works Canada standards.

7.(a) At such time as all required regulatory approvals have been obtained, the Commissioners will submit the plans and specifications for the Project Work to Public Works Canada and request Public Works Canada to call for tenders for the Project Work.

(b) All tenders submitted will be reviewed by the Commissioners for acceptance in their discretion, provided that the Commissioners will only be required to accept a tender if such tender comes within the Budgeted Cost for the Project Work; provided further that in the event the tenders submitted exceed the Budgeted Cost for the Project Work, the

Commissioners in their discretion, after consultation with the other parties hereto, shall have the right to reduce the quantity and/or extent of the Project Work by up to 15% to remain within the Budgeted Cost, provided that notwithstanding any such reduction in the quantity and/or extent of the Project Work, the Commissioners shall ensure that the requirements and conditions of all applicable regulatory approvals shall be complied with.

(c) Any further reductions in the quantity and/or extent of the Project Work in excess of 15% shall require the written approval of all parties hereto and in any event, no tender for an amount in excess of the Budgeted Cost for the Project Work shall be accepted by the Commissioners without the prior written consent of all parties hereto.

8. Upon acceptance of a tender, the Commissioners will enter into a Specific Services Agreement with Public Works Canada pursuant to which Public Works Canada will enter into a construction contract with the successful tenderer (hereinafter referred to as the "General Contractor") which construction contract will provide, inter alia, that the Commissioners will act as the Project Manager.

9. (a) As Project Manager, the Commissioners will, without compensation, oversee the Project Work and, pursuant to the Specific Services Agreement, authorize Public Works Canada to make appropriate progress payments to the General Contractor

from time to time pursuant to the construction contract.

(b) After each progress payment to the General Contractor, Public Works Canada will submit an invoice to the Commissioners for the amount of such payment and the Commissioners will pay the invoiced amount from the Project Trust, subject to the qualification expressed in paragraph 3 of this Agreement.

(c) All incidental fees and expenses other than progress payments incurred by or invoiced to the Commissioners in connection with the Project Work, including the fees and expenses of the consulting engineers retained by the Commissioners, will be paid by the Commissioners from time to time as required directly from the Project Trust, subject to the qualification expressed in paragraph 3 of this Agreement.

10. The Commissioners shall maintain adequate documentation and records of moneys deposited to and disbursed from the Project Trust, including interest earned on the funds within the Project Trust, and will maintain accurate records of all invoices received in connection with the Project Work and the Commissioners shall, on request, make available such documentation and records for examination by auditors or other representatives of any of the other parties to this Agreement.

11. The Commissioners shall report quarter-yearly to the other parties hereto with respect to the progress of the Project Work in the form of the report appended as Schedule

"B" hereto.

12. This Agreement shall take effect upon the Commencement Date, and subject to earlier termination of the Project Work in accordance with the terms hereof, will continue in force until the Project has been fully completed, and all obligations under the Agreement have been fully carried out, provided that the respective obligations of the parties to make the financial contributions specified in this Agreement shall terminate on March 31, 1990, unless specifically extended by agreement in writing consented to by all the parties hereto.

13. At such time as the Project has been fully completed or in the event that the Project Work is discontinued or terminated in accordance with the provisions of this Agreement prior to completion of the Project, the Commissioners shall provide to each of the other parties a final accounting of all moneys deposited to and disbursed from the Project Trust and received and disbursed pursuant to paragraph 3, and all costs incurred in connection with the Project to the date of completion of the Project or termination of the Project Work and, subject to the provisions of subparagraph 3(b), the Commissioners shall return to each of the parties their proportionate share of any moneys remaining in the Project Trust or held pursuant to paragraph 3, and thereafter this Agreement shall terminate.

14. This Agreement may only be amended by mutual consent between the parties evidenced in writing.

15. All communications, notices, demands, requests and approvals which may or are required to be given or made pursuant to this Agreement shall be given or made in writing and shall be served personally (which includes delivery by any commercial courier) or by any electronic means of written communication the recipient is equipped to receive at the address to which mail must be sent, or mailed by prepaid registered mail when no delays in or curtailment of mailservices are threatened or in effect and/or could possibly be anticipated, in the case of:

The Hamilton Harbour Commissioners, addressed to:

605 James Street North
Hamilton, Ontario
L8L 1K1

The Corporation of the City of Hamilton, addressed to:

71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: City Clerk

The Regional Municipality of Hamilton-Wentworth, addressed to:

Fifteenth Floor
Ellen Fairclough Building
119 King Street West
Hamilton, Ontario
L8N 3V9

Attention: Regional Clerk

The Government of the Province of Ontario,
Represented by the Minister of the Environment, addressed to:

Ellen Fairclough Building
P. O. Box 2112
119 King Street West
Hamilton, Ontario
L8N 3Z9

Attention: Regional Director
West Central Region

The Government of Canada, Represented
by the Minister of the Environment, addressed to:

Environment Canada
Conservation and Protection
Ontario Region
25 St. Clair Avenue East - 7th Floor
Toronto, Ontario
M4T 1M2

Attention: Simon Llewellyn

or to such other address as any one of the parties hereto may from time to time advise the other parties hereto by notice in writing. The date of the receipt of and such communication, notice, demand or request shall be deemed to be the date of delivery of such communication, notice, demand or request if served personally or by courier or by electronic means as aforesaid, or if mailed as aforesaid, the third day of business following the date of such mailing at such time when no delays in or curtailment of mail services are threatened or in effect and/or could be reasonably anticipated.

16. No member of the Parliament of Canada or the Legislative Assembly of Ontario shall be admitted to any share or part of this Agreement or to any benefit arising therefrom.

17. This Agreement will be governed by and construed in accordance with the applicable laws of Canada and the Province of Ontario.

18. The parties hereto agree to cooperate on the release of any announcements concerning the undertaking of this Agreement or any agreements related thereto, and to provide due credit and recognition.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

SIGNED, SEALED & DELIVERED

in the presence of

) THE HAMILTON HARBOUR
) COMMISSIONERS

) Per: _____

) Per: _____

) THE CORPORATION OF THE CITY
) OF HAMILTON

) Per: _____

) Per: _____

) THE REGIONAL MUNICIPALITY OF
) HAMILTON-WENTWORTH

) Per: _____

) Per: _____

) Per: _____

Witness:

) THE GOVERNMENT OF THE
) PROVINCE OF ONTARIO

) _____
) The Minister of the Environment

Witness:

) THE GOVERNMENT OF CANADA,

) _____
) The Minister of the Environment

605 James St. N.
Hamilton, Ontario, Canada
L8L 1K1

Hamilton 525-4330
Toronto 1-800-263-2131
Telex 061-8638



The Hamilton
Harbour
Commissioners

March 10, 1988

Mr. Stan Spencer
Director of Engineering Services
Regional Municipality of
Hamilton-Wentworth
119 King Street West
Hamilton, Ontario
L8N 3V9

Re: Windermere Basin Rehabilitation Project

Dear Sir,

We have now been advised that the Windermere Basin Agreement document has been approved by all parties and is now ready for execution. The Commissioners themselves would be in a position to sign anytime after March 28, 1988.

Therefore we request each agency to arrange the necessary authorization to proceed with execution in the first week of April (4th - 8th). It has been suggested that The Commissioners be first signators followed by the City and the Region. The document would then be transported to the Minister of the Environment of Ontario and subsequently to the Minister of the Environment for Canada.

No organized press conference or release is anticipated however, each party is free to make any arrangements they feel necessary in this regard.

Upon execution of the document we require funds to be submitted to the Trust as follows:

Government of Canada:

27.78% (1.25 mil/4.25 mil) x actual funds spent at date of signing = Computed at time of signing.

Province of Ontario:

27.78% x \$3 million (1st & 2nd installments) = \$833,333.33

Regional Municipality of Hamilton-Wentworth:

16.67% x \$3 million minus \$35,000 (prepaid) = \$465,000.00

Corporation of the City of Hamilton:

FILE NO.		
LETTER NO.		
MAR 14 1988		
ENG. PLAN		READ BY
ENG. DTL.		
ENG. ...		ANS. BY
REG. SERV.		FILED BY
ADMIN.		

27.78% x \$3 million = \$500,000.00

The Hamilton Harbour Commissioners:

11.11% x \$3 million - \$25,000 (prepaid) = \$308,333.34

Please make cheques payable to The Windermere Basin Rehabilitation Project in Trust and arrange for these funds to be deposited in the trust as soon as possible after the signing date.

As to the project we are now proceeding with the first stages of environmental approvals under the Federal E.A.R.P. process and a screening document is currently being prepared. Design is proceeding and the final layout of the project has been completed except for some minor fine-tuning of the hydraulics of the design. A hydraulic model study is under construction at C.C.I.W. to assist in fine-tuning the scheme. The model will be available for public viewing as part of the Centre's Open House activities from April 13th to 18th.

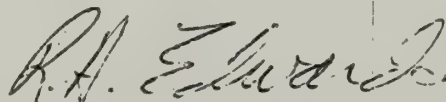
Public participation in the project is scheduled to take place in early May. Tendering of the first major berm/dredging project is slated to begin in June of this year.

Attached please find a financial summary of the project to February 29. We have expended \$62,226.70 and have committed an additional \$65,000.00 to February 29, 1988.

It would be timely for the project team to meet shortly after the agreement is signed and in hopes that everyone can attend I am requesting a meeting to be held in our Boardroom on April 14, 1988 at 10:00 a.m. Would each party respond as to the suitability of this date and time as soon as possible.

If you have any questions, please don't hesitate to call.

Yours very truly,



R.A. EDWARDS, P.ENG.,

PORT ENGINEER

WINDERMERE BASIN PROJECT -- IN TRUST
SUMMARY

to February 29, 1988

RECEIPTS

CONTRIBUTIONS:

CANADA	0.00
ONTARIO	0.00
REGION	35,000.00
CITY	0.00
H.H.C.	48,472.13

	83,472.13
INTEREST	248.00
OTHER	0.00

83,720.13
=====

EXPENDITURES

CONSULTANTS & FEES	61,666.70
DREDGING	0.00
BERM CONSTRUCTION	0.00
CAPPING	0.00
LANDSCAPING	0.00
SEWERS & DRAINS	0.00
OTHER	560.00

62,226.70
=====

RECEIPTS less EXPENDITURES 21,493.43
=====

F O R A C T I O N

22(a)
(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
COMMISSIONER OF ENGINEERING

DATE: 1988 April 08
COMM FILE: 3-11.7
DEPT FILE: T103-37

SUBJECT:

Banner Display Applications
April 18, 1988 to April 25, 1988
January 02, 1989 to January 09, 1989

RECOMMENDATION

- (a) That the "CRIME STOPPERS OF HAMILTON-WENTWORTH INC." be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 18, 1988 to April 21, 1988, and from January 02, 1989 to January 09, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"CRIME STOPPERS WORKS - 522-TIPS"
Remain Anonymous - Cash Rewards

- (b) That the "Judo Canada Organization" be permitted to display a promotional banner across Main Street, in front of City Hall from April 22, 1988 to April 25, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"CANADIAN NATIONAL JUDO CHAMPIONSHIPS"

G. S. Spencer
for

J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved a fee of (\$125.00 per installation) payable to the City of Hamilton, c/o Public Works Department is required.

- page 2 -
April 08, 1988

Banner Display Applications
April 18, 1988 to April 25, 1988
January 02, 1989 to January 09, 1989

Cont'd

BACKGROUND

We have received applications from "Crime Stoppers of Hamilton-Wentworth Inc." and "Judo Canada" requesting permission to display promotional banners across Main Street, in front of City Hall.

CVB:sm
Attach.

22(c)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 7
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D (41)

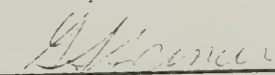
SUBJECT:

Banner Display Application
July 4, 1988 to July 11, 1988

RECOMMENDATION

That the "Better Business Bureau" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 4, 1988 to July 11, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Better Business Bureau 50th Anniversary
1938 - 1988"



J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Better Business Bureau" requesting permission to display a promotional banner across Main Street, in front of City Hall.

^{CVB}
CVB:clc
~~CVB~~

Encl.

F O R A C T I O N

22(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
 COMMISSIONER OF ENGINEERING

DATE: 1988 March 28
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D(31)

SUBJECT

Banner Display Application
May 16, 1988 to May 23, 1988

RECOMMENDATION

That the "National Gymnastics and Trampoline Championships (Ontario) Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 16, 1988 to May 23, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"1988 National Gymnastics and Trampoline Championships
May 18-21 at McMaster University, May 22 at Copps Coliseum"

J. R. G. Leach

J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "National Gymnastics and Trampoline Championships (Ontario) Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB
CVB:lj
Encl.

F O R A C T I O N

22(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
COMMISSIONER OF ENGINEERING

DATE: 1988 March 28
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D(32)

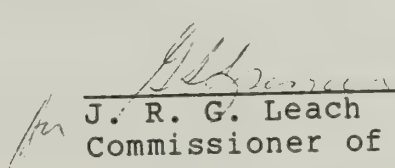
SUBJECT

Banner Display Application
October 10, 1988 to October 17, 1988

RECOMMENDATION

That the "McMaster Alumni Association" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 10, 1988 to October 17, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Welcome back to McMaster University"




J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "McMaster Alumni Association" requesting permission to display a promotional banner across Main Street, in front of City Hall.


CVB:lj
Encl.

F O R A C T I O N

22(A)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
COMMISSIONER OF ENGINEERING

DATE: 1988 March 22
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D(32)

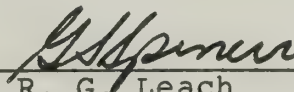
SUBJECT

Banner Display Application
April 17, 1989 to April 24, 1989

RECOMMENDATION

That "Opera Hamilton" be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 17, 1989 to April 24, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Opera Hamilton Presents Don Pasquale
April 27 and 29, 1989"



J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Opera Hamilton" requesting permission to display a promotional banner across Main Street, in front of City Hall.

a3 CVB: cab.
Encl.

23(a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 05
COMM FILE: 3-11.5
DEPT FILE: T103-50(635)
ID#0043D

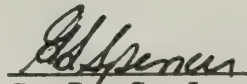
SUBJECT:

Inadvertent Encroachment Agreement
Alleyway abutting 94 Herkimer Street

RECOMMENDATION

That the application of Mr. M. Mazza, Solicitor, on behalf of the present owner of 94 Herkimer St., Leo Rossetto, to retain the following inadvertent encroachment upon the adjacent alleyway east of 94 Herkimer St. consisting of a brick chimney (0.07 m x 1.66 m) and fire escape (0.79 m x 4.57 m), be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$151.00, and subsequent annual fee of \$46.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.


for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

- page 2 -
April 05, 1988

Inadvertent Encroachment Agreement
Alleyway abutting 94 Herkimer Street

Cont'd

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

^{CVB}
CVB:sm
sm

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

23(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 05
COMM FILE: 3-11.5
DEPT FILE: T103-50(639)
ID#0010D

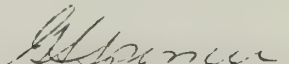
SUBJECT:

Inadvertent Encroachment Agreement
14 George Street, Hamilton

RECOMMENDATION

That the application of Mr. P. Cass, Solicitor, on behalf of the present owner(s) of 14 George Street, Hamilton, Bubco Designs Ltd., or in the event that the sale of the above property is concluded prior to registration of the agreement, Ho Da Chan Enterprises Inc., the purchaser of said property, to retain the following inadvertent encroachment, consisting of a 3 1/2 storey brick building encroaching by (15.24 m x 0.05 m) onto the City road allowance, be approved during the pleasure of City Council, provided:

- 1) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- 2) That a first year fee of \$125.00, and a subsequent annual fee of \$20.00 be set for this privilege.
- 3) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.


J. R. G. Leach

for Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

- page 2 -
April 5, 1988

Inadvertent Encroachment Agreement
14 George Street, Hamilton

Cont'd

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CB
RPM:sm

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

23(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 March 28
COMM FILE: 3-11.5
DEPT FILE: T103-50(632)
ID#0043D (33)

SUBJECT:

Inadvertent Encroachment Agreement
515 Catharine Street North, Hamilton

RECOMMENDATION

That the application of Mr. M. Durward, Solicitor, on behalf of the present owner(s) of 515 Catharine St. N., to retain the following inadvertent encroachment consisting of a concrete and brick porch measuring (5.63m x 0.60m), be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

for J. R. G. Leach

Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:lj

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

24

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 March 11
COMM FILE:
DEPT FILE: S610-03
ID#0043D (11)

SUBJECT:

Incorporating Certain Lands into Eva Street.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate parts 1 and 4, Plan 62R-7802 into Eva Street.

for *R. G. Leach*
J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Region paid for the construction of the existing sewer in the said parts 1 and 4, but the abutting owners will eventually be liable for these costs when they develop their lands.

BACKGROUND

The City of Hamilton is the Owner of said parts 1 and 4 and it is necessary that these parts be incorporated into Eva Street to connect up with Alma Avenue, Registered Plan No. 1007 and the proposed Barb-Rock Estates Subdivision to the north and east, soon to be registered.

MAC:lj

9/11

25

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

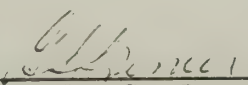
DATE: 1988 April 05
COMM FILE: 3-11.4
DEPT FILE: S701-51
ID#0043D

SUBJECT:

Plan of Subdivision for "AQUILA PLACE - PHASE 2", Hamilton

RECOMMENDATION

- (a) That the submitted schedule for the estimated cost of services in "AQUILA PLACE - PHASE 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into Standard Agreement for Pre-Servicing.
- (d) That the City's share of the cost of services for this development (\$40,595.00) be approved and that the Executive Committee recommend the source of funding for this project.
- (e) That the City Solicitor be authorized and directed to prepare a By-law to incorporate the 0.3 m reserve, Block 36 on Plan 62M-425 into Crerar Drive. The said By-law for this parcel of land is to be registered following the registration of the plan of subdivision for "Aquila Place - Phase 2".
- (f) That the City Solicitor be authorized and directed to establish the south half of the road allowance for Aquila Place and the most southerly extent of Crerar Drive (to the south limit of the 18 m road allowance of Aquila Place). The said By-law is to be registered following the registration of the plan of subdivision for "Aquila Place - Phase 2".



J. R. G. Leach
Commissioner of Engineering

Plan of Subdivision for "AQUILA PLACE - PHASE 2", Hamilton

Cont'd

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "AQUILA PLACE - PHASE 2" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE CONSIDERED</u>
Curbs and walks	\$10,577.00
Final Roadways	22,396.00
Catch Basins and Connections	4,803.00
Dead-End Street Barricade	848.00
Fencing	1,221.00
Street Lighting	750.00
	<hr/>
TOTAL CITY SHARE	\$40,595.00

A portion of the City share (\$3,187.00) is not recoverable. This is attributable to the use of extra strength asphalt on Crerar Drive and for fencing required along City parkland at the rear of Lots 5 and 6. The remaining portion (\$37,408.00) is recoverable when abutting lands are developed. A portion of the recoverable costs will be from the Separate School Board and is recoverable at this time.

The estimated cost of the Subdivider's share of the City services is estimated to be \$37,437.75.

For the Committee's information, sidewalks will not be installed on the north side of Aquila Place. This is in accordance with City policy. The estimated cost savings to the subdivider is approximately \$6,300.00.

BACKGROUND

Clause 3(b) of the nineteenth report of the Planning and Development Committee, as adopted by City Council at its meeting held on May 8, 1979, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is DiCenzo Construction (A. DiCenzo, President). Copies of the Engineers estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of six (6) lots presently and six (6) future lots, all for single family residential use.

- page 3 -
April 05, 1988

Plan of Subdivision for "AQUILA PLACE - PHASE 2", Hamilton

Cont'd

For the Committee's information, the City presently owns those lands which are required to complete the southerly portion of the Aquila Place road allowance adjacent to the Separate School Board property and the six (6) future lots.

A By-law is required to be prepared and registered to establish this part of Aquila Place as a public road allowance. In addition to the above noted By-law for establishing the Aquila Place road allowance, there is also a 0.3 m reserve owned by the City located at the existing south limit of Crerar Drive, which is to be incorporated into the respective road allowance. This 0.3 m reserve is known as Block 36 on Plan 62M-425 and when incorporated into the road allowance will provide access to the plan of subdivision for "Aquila Place - Phase 2".

CAU:sm

cc: J. Schatz, Secretary, Executive Committee
cc: B. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department
cc: K. Rouff, City Solicitor
cc: D. Vyce, Director of Real Estate
cc: M. A. Chidley, Regional Surveyor

F O R A C T I O N

26

REPORT TO: Mr.R.C .Prowse Secretary
Transport and Environment Committee

FROM: Mr. J.R.G. Leach
Commissioner of Engineering

DATE: 1988 March 22
COMM FILE: 3-16-2
DEPT FILE: T108-01
I.D. #0043D (11)

SUBJECT 1988 Maintenance Costs for Automatic Protection at
Level Crossings


RECOMMENDATION

- (a) That the Commissioner of Engineering be authorized to issue purchase orders on behalf of the City of Hamilton as follows:

CN Rail	\$56,400.
CP Rail	77,800

for annual maintenance of automatic protection at level crossings on City of Hamilton Streets for 1988.

- (b) That the expenditures be charged to account No. 0352-0361 (Railway Crossing Maintenance)



for J.R.G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above "Recommendations".

Continued ...

- page 2 -
1988 March 16

1988 Maintenance Costs for Automatic Protection at Level Crossings

Continued ...

BACKGROUND

There are presently 36 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained constantly according to standards set by the National Transportation Agency of Canada (NTA) in Ottawa. In addition, the NTA has issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

The 1988 Current Budget contains \$143,600 for the City's share of this work. Prior to any payment to either Railway, our staff review the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

RPM:clc
clm

cc: E.C. Matthews, City Treasurer

FOR ACTION

27

REPORT TO: Mr. Robert Prowse, Secretary
Transport and Environment Committee

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

DATE: 1988 April 13

COMM FILE:

DEPT FILE:

SUBJECT:

GO Rail Study.

RECOMMENDATION

That the Transport and Environment Committee hold a Public Meeting, to solicit comments, prior to a report to City Council, on the following recommendations respecting the GO Rail Study:

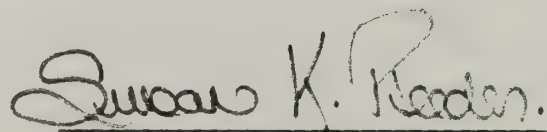
- (i) That the terminus for GO Rail be relocated at the CP (former T.H. & B.) Station as soon as possible.
- (ii) That the decision on the reconstruction of the Hunter Street tunnel be deferred until the growth in service warrants further examination;
- (iii) That the CP station be developed as a multi-modal transport terminus and that the existing bus terminal be transferred to this station;
- (iv) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;
- (v) That the maximum GO Train frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;
- (vi) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;
- (vii) That the new terminus be developed as a mixed use development, including general purpose parking;

1988 April 13

Mr. Robert Prowse, Secretary
Transport and Environment Committee
Page 2

Continued

- (viii) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:
 - (1) review any proposed CP station development with participation by the public; and,
 - (2) prepare guidelines for development in the area surrounding the CP station with participation by the public;
- (ix) That every effort be made to retain and enhance the CP building as part of any development of the terminus;
- (x) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;
- (xi) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.


Secretary

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A.

1988 April 13
Mr. Robert Prowse, Secretary
Transport and Environment Committee
Page 3

Continued

BACKGROUND

The Planning and Development Committee at its meeting held Wednesday, 1988 March 30th endorsed the above-noted recommendations on the GO Rail Study presented to them by the Central Area Plan Implementation Committee and directed that these recommendations be forwarded to the Transport and Environment Committee.

Attached herewith is the Report dated 1988 March 21st prepared by the Central Area Plan Implementation Committee.

Attch.

c.c.'s. - Alderman J. Smith, Chairman
Planning and Development Committee
- Alderman D. Christopherson, Chairman
Central Area Plan Implementation Committee
- Mr. V. Abraham, Director of Local Planning
Attention: Mr. D. Godley

A-

F O R A C T I O N

FROM: Central Area Plan Implementation Committee

DATE: 1988 March 21

TO: Planning and Development Committee

File No.: P5-4-7

Attention Of: V. J. Abraham

SUBJECT

GO Rail Study

RECOMMENDATION

- a) That the following recommendations be endorsed by the Planning and Development Committee and forwarded to the Transport and Environment Committee for a public meeting prior to a report to Council:

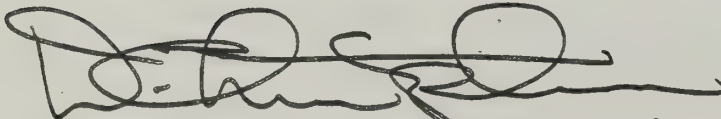
PRINCIPAL RECOMMENDATION

- 1) That the terminus for GO Rail be relocated at the CP (former T.H. & B.) Station as soon as possible;

OTHER RECOMMENDATIONS

- 2) That a public meeting be held to solicit comments prior to a City Council decision on this matter;
- 3) That the decision on the reconstruction of the Hunter Street tunnel be deferred until the growth in service warrants further examination;
- 4) That the CP station be developed as a multi-modal transport terminus and that the existing bus terminal be transferred to this station;
- 5) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;
- 6) That the maximum GO Train frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;
- 7) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;

- 8) That the new terminus be developed as a mixed use development, including general purpose parking;
- 9) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:
 - i) review any proposed CP station development with participation by the public; and,
 - ii) prepare guidelines for development in the area surrounding the CP station with participation by the public;
- 10) That every effort be made to retain and enhance the CP building as part of any development of the terminus;
- 11) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;
- 12) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.



Alderman David Christopherson
Chairperson

EXPLANATORY NOTE

Decisions about the GO Rail terminus are key to the development of the Central Area of Hamilton. The Central Area Plan Implementation Committee (CAPIC) (Appendix 1) has therefore prepared a report to enable the City to take a position on the matter.

A CP Station terminus has been recommended by a technical Project Team (Appendix 2) studying the improvement of GO Rail service. A summary of the information given by consultants McCormick Rankin is included in Appendix 3.

BACKGROUND

Individual CAPIC members have attended open houses prior to a presentation by McCormick Rankin to CAPIC in January. A sub-committee was formed and the report prepared and reviewed by CAPIC in February. The recommendations are based on available information at the time of writing this report. However, there may be a need to revise these recommendations as new information becomes available.

ANALYSIS

General Comment

An increased GO Rail service to Hamilton is important to the long term future of Hamilton. A rail link will improve transportation connections to Toronto and the east and supplement existing GO bus service and the freeway network. GO trains will be particularly important at rush hour when the freeway system is congested. GO trains will help the community have better access to Toronto and the east, allow those with jobs in the Toronto area to live in Hamilton more easily and create a commuting corridor for those who live along the northern lakeshore and who work in Hamilton. An efficient integrated transportation system will increase the economic potential of the Region, the City, the Central Area, and the downtown.

A GO rail terminus as part of an intermodal facility in the Central Area is in accordance with the city policies and the draft Central Area Plan (Appendix 4).

Location

Proximity of the CP station to the downtown and high density residential areas will provide significantly more convenience for potential users than the CN option.

Cost Effectiveness

Convenient location of the CP station will ensure greater ridership than the CN option and therefore, in the long run will provide a more cost effective service.

Intermodal Connection

The provision of a combined long distance bus terminal/GO Rail service is essential to an integrated transportation system. This can be provided equally well at both locations. However, the proximity of the major local bus movements (east, west along King and Main and mountain access on James and John) allows a good interconnection with the CP station. The VIA service, however, would be separate and a CP option would not jeopardize the expansion of this service. The CN station would require a special shuttle service to connect it with the downtown.

Economic Development

Development of the terminus and surrounding area has greater potential at the CP station because of its proximity to the downtown and all its support services. Improved transportation links would make investment in the downtown and Region, as a whole, more attractive. A terminus at the CP station would provide an impetus for development to the east of James Street.

Parking

The CN Station has limited scope for commuter car parking particularly when the land required for the Perimeter Road is removed. At the CP station there is even less scope. However, all day commuter parking at no charge or low rates, particularly at the CP Stations, is unrealistic and not desirable since it will use space which is at a premium for other purposes and add to the congestion in the downtown and nearby neighbourhoods. The Waterdown Station should be designed to provide adequate commuter parking as soon as the rail terminus is opened and for future expansion.

Cost

The CP option is \$32 million more than the CN option. However, if the CP option excludes the double tracking and tunnel reconstruction in the vicinity of Queen Street, the two alternatives are comparative in cost; the CP option would be \$8 million less costly. The Province is expected to fund the total cost of the extension of GO Train service.

Neighbourhood Impacts

The CN route right-of-way has little neighbourhood impact. The CP route has impacts on neighbourhood uses between Dundurn and Queen and Park and the CP Station. Impacts will also be felt east of the CP Station where trains are stored before being brought into service. Mitigating measures, possibly enclosing sections of railway are required to reduce noise, vibration and fumes. To this end, public participation should be provided in developing these measures.

Urban Design

The development of the CP Station presents interesting urban design opportunities and the potential for using and linking underused space at various levels. The CP Station, which is categorised as a landmark building by LACAC, would be provided with a new lease of life to ensure its preservation. There is a need to provide guidelines for new development surrounding the station to ensure development is properly integrated with the neighbourhood. The CN Station is also a landmark building and should be maintained as the VIA Station.

CONCLUSION

CAPIC has concluded that the most appropriate location for the terminus is the CP station and that as full a service as possible should be provided as soon as possible.

However, there is concern about the cost and impact of double tracking and Hunter tunnel reconstruction. Service should, therefore, be provided without reconstruction of the tunnel and a further decision made as the service develops. It is anticipated that the capacity of the Hunter Street tunnel will be satisfactory for a long time period and that options to the reconstruction of the tunnel, (e.g. supplementing service with the CN Station) could be considered as service approaches up to the maximum the existing tunnel allows, (i.e., approximately twenty passenger trains, which includes trains to and from Hamilton). It is felt to be impractical to provide full service (such as between Oakville and Toronto) for the foreseeable future because of the anticipated demand for service.

The Neighbourhood Associations and others interested should be involved, from the outset with the Province, in developing mitigating and enhancement measures to ensure a socially and environmentally sensitive option. The Urban Design Committee should be asked to review the proposed development and to prepare guidelines for surrounding development.

ADDENDUM

A majority of CAPIC members support the recommendations as presented. However, a number of members either opposed the recommendations or abstained from voting. Those opposing the recommendations favour the CN Station with the information that is now available. They see the advantages of the CN Station as being of long term economic benefit in terms of location within the City. They also see the CN Station being appropriate for extension of service to the Niagara Peninsula. Those abstaining either favour the CP station or are neutral on the choice of terminus.

The general concern of CAPIC members as a whole is that there is not enough economic or social impact information available or information about general feelings of the public, for final recommendations. For this reason CAPIC has recommended continued review as new information becomes available.

DG/dkp/CS

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE (CAPIC)

CURRENT MEMBERSHIP - January, 1988

Alderman David Christopherson (Chairman)

John Nolan (Vice-Chairman), Chamber of Commerce

Dr. Andrew Burghardt (Dr. Bill Anderson, alternative), McMaster University

Mark Boyak, Hamilton Real Estate Board

Bruce Charlton

Russell Elman, Coalition on Sensible Transit and Durand Association

Ozzie Ferguson, United Senior Citizens of Ontario

Rev. Charles Forsyth, First Place

Arthur Lomax, Hamilton Automobile Club

Howard Mark, Local Architectural Conservation Advisory Committee

Gabriel Etele, Downtown Business Improvement Area

Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board

Bruce Rankin, Hamilton Society of Architects

Gillian Simmons, North End Neighbourhood

Gloria DeSantis (Clodagh Stoker-Long, alternative), Social Planning and Research Council

Marvin Wasserman, King East Business Association

David Cohen, Corktown-Stinson Neighbourhoods

Member to be named, Hamilton District Labour Council

Member to be named, Hamilton Board of Education

PRELIMINARY TECHNICAL RECOMMENDATIONSROUTE

- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, SHIFT EXISTING SERVICE FROM CN STATION TO CP/TH&B STATION.

LEVEL OF SERVICE

- PROCEED WITH DETAILED SIMULATION BY CN AND CP TO DETERMINE VARIOUS LEVELS OF SERVICE AND TRACK REQUIREMENTS (E.G. AT TUNNEL).
- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, PROVIDE INCREMENTAL IMPROVEMENTS IN LEVEL OF SERVICE AS APPROPRIATE.

STATIONS

- ESTABLISH THE REQUIREMENTS FOR THE STAGED IMPLEMENTATION OF THE INTEGRATION OF BUS AND RAIL SERVICES AT THE TH&B STATION. THIS FACILITY WILL BE THE FOCUS FOR DOWNTOWN HAMILTON ACCESS TO THE GO TRAIN SYSTEM.
- PROTECT FOR THE FUTURE STAGED IMPLEMENTATION OF A STATION AT WATERDOWN ROAD. THIS STATION WILL PROVIDE THE FOCUS FOR REGIONAL ACCESS VIA THE HIGHWAY NETWORK TO THE GO TRAIN SYSTEM.

PROJECT TEAM

The GO Train Extension Program Project Team consists of representatives from:

- o The Ministry of Transportation and Communications;
- o GO Transit;
- o McCormick Rankin (Consultants);
- o Regional Municipality of Halton (Mr. H. Wong, Director of Planning);
- o Regional Municipality of Hamilton-Wentworth (Mr. Heinz Schweinbenz, Commissioner of Transportation).

BJ:CS
0186P

INTRODUCTION AND BACKGROUND

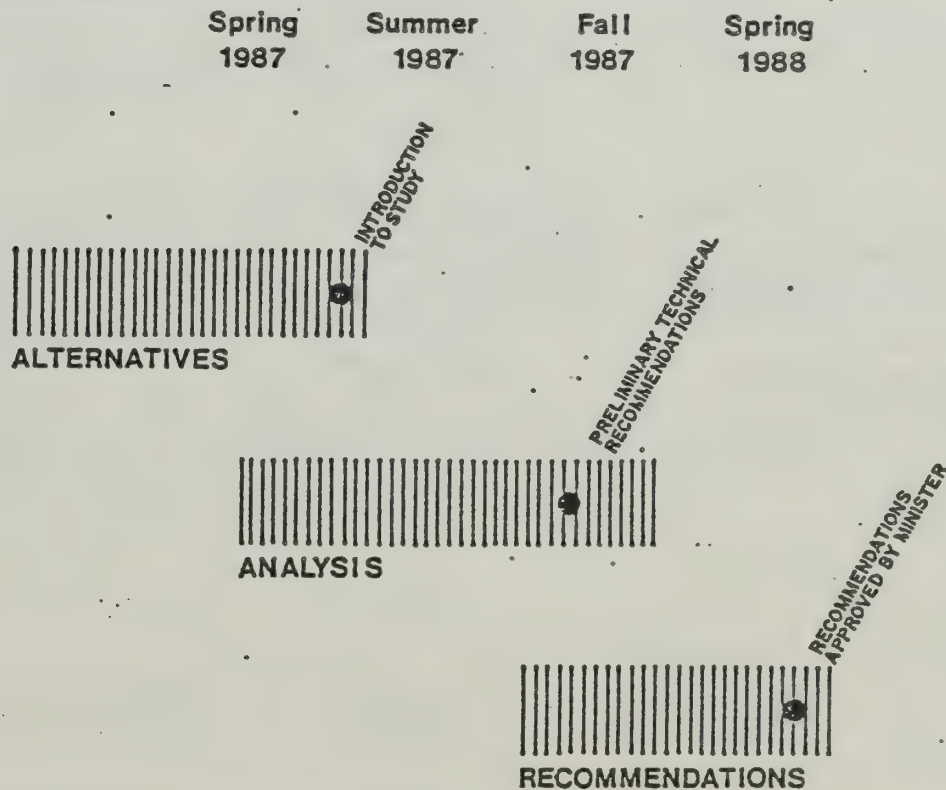
WELCOME TO THIS INFORMATION CENTRE. IT HAS BEEN ARRANGED SO THAT PEOPLE WHO ARE INTERESTED IN THE BURLINGTON TO HAMILTON SECTION OF THE GO TRAIN SERVICE EXPANSION PROGRAM CAN REVIEW THE RESULTS OF THE STUDY TO DATE AND DISCUSS THE PROJECT WITH REPRESENTATIVES OF THE STUDY TEAM.

THREE GO TRAINS PRESENTLY RUN FROM THE HAMILTON CN STATION TO TORONTO IN THE MORNING AND BACK IN THE AFTERNOON. FULL GO TRAIN SERVICE PRESENTLY RUNS BETWEEN PICKERING AND OAKVILLE AND IS PLANNED TO BE IN PLACE BETWEEN OAKVILLE AND BURLINGTON BY THE EARLY 1990's.

THE CURRENT STUDY IS TO INVESTIGATE THE POSSIBLE EXPANSION OF GO TRAIN SERVICE BETWEEN BURLINGTON AND HAMILTON.

STUDY OBJECTIVES

- TO DETERMINE LONG RANGE RECOMMENDATIONS FOR GO TRAIN SERVICE TO HAMILTON.
- TO PROVIDE FOR AN INTEGRATED LOCAL AND REGIONAL TRANSIT SYSTEM THROUGH THE DEVELOPMENT OF A SINGLE CENTRAL HAMILTON STATION.
- TO DEFINE STAGING PLANS THAT WOULD ALLOW FOR THE IMPLEMENTATION OF THE RECOMMENDATIONS.
- TO PROTECT A ROUTE AND PROPERTY FOR THE RECOMMENDATIONS.

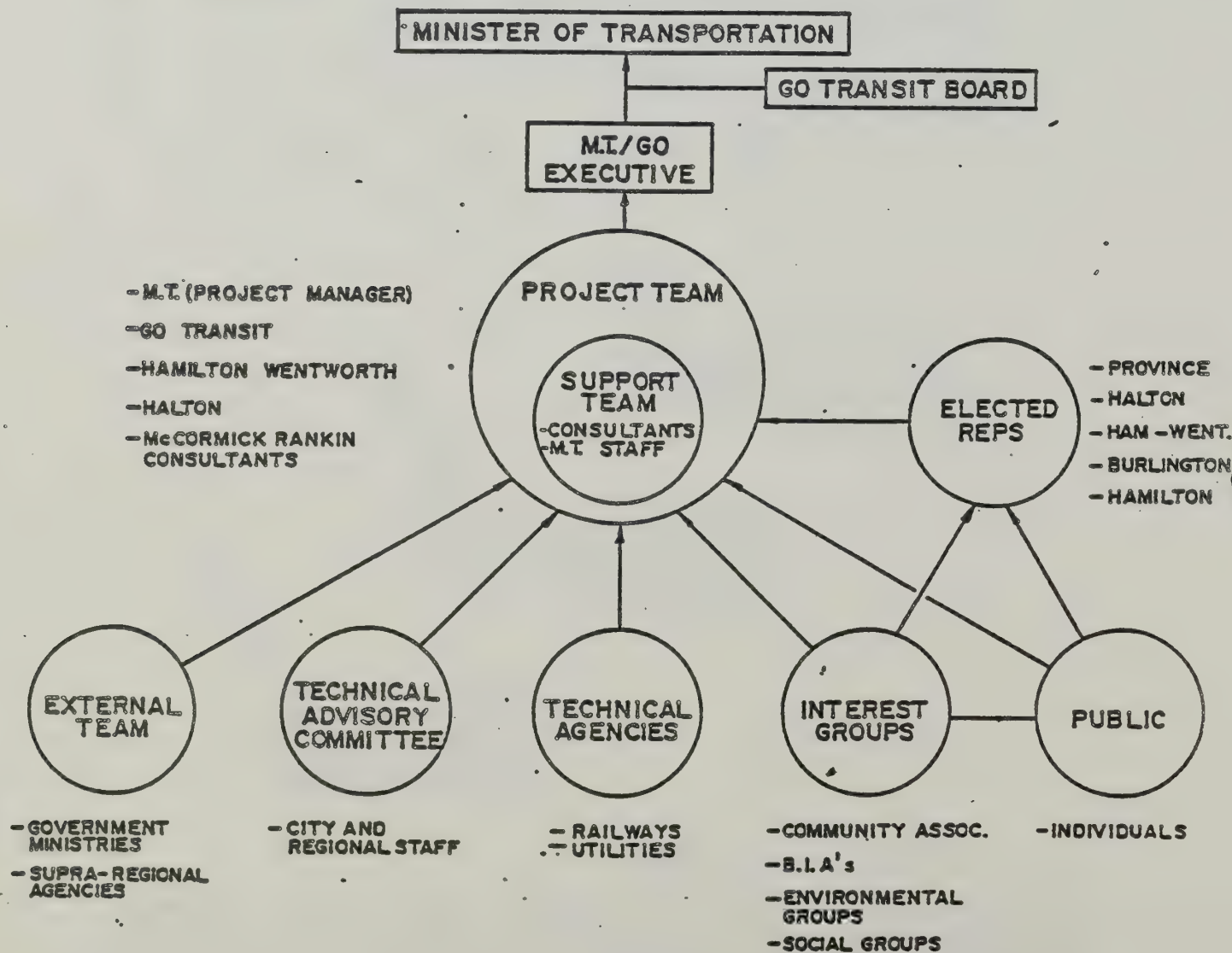


● Public Information Centres

THE CURRENT STUDY WILL BE COMPLETE WHEN AN ENVIRONMENTAL ASSESSMENT REPORT DETAILING THE ALTERNATIVES, ANALYSIS AND RECOMMENDATIONS IS SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT. THIS IS SCHEDULED TO OCCUR IN LATE 1988 OR EARLY 1989. CONSTRUCTION OF ANY RECOMMENDED FACILITIES CANNOT OCCUR UNTIL FINAL APPROVAL OF THE REPORT BY THE MINISTRY OF THE ENVIRONMENT.

STUDY ORGANIZATION

THE STUDY IS FUNDED BY THE PROVINCE OF ONTARIO AND IS DIRECTED BY THE MINISTRY OF TRANSPORTATION AND GO TRANSIT THROUGH A PROJECT TEAM, WHICH INCLUDES REPRESENTATIVES FROM THE REGIONS OF HAMILTON-WENTWORTH AND HALTON. THE STUDY IS CARRIED OUT WITH INPUT FROM THE PUBLIC AND INTERESTED AGENCIES, AND A REPORT IS PREPARED WITH RECOMMENDATIONS FOR THE MINISTRY OF TRANSPORTATION. THE STUDY IS BEING CARRIED OUT IN ACCORDANCE WITH THE ENVIRONMENTAL ASSESSMENT ACT AND WITH COMPLETE AND OPEN PUBLIC INVOLVEMENT.



PRELIMINARY TECHNICAL RECOMMENDATIONS

ROUTE

- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, SHIFT EXISTING SERVICE FROM CN STATION TO CP/TH&B STATION.

LEVEL OF SERVICE

- PROCEED WITH DETAILED SIMULATION BY CN AND CP TO DETERMINE VARIOUS LEVELS OF SERVICE AND TRACK REQUIREMENTS (E.G. AT TUNNEL).
- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, PROVIDE INCREMENTAL IMPROVEMENTS IN LEVEL OF SERVICE AS APPROPRIATE.

STATIONS

- ESTABLISH THE REQUIREMENTS FOR THE STAGED IMPLEMENTATION OF THE INTEGRATION OF BUS AND RAIL SERVICES AT THE TH&B STATION. THIS FACILITY WILL BE THE FOCUS FOR DOWNTOWN HAMILTON ACCESS TO THE GO TRAIN SYSTEM.
- PROTECT FOR THE FUTURE STAGED IMPLEMENTATION OF A STATION AT WATERDOWN ROAD. THIS STATION WILL PROVIDE THE FOCUS FOR REGIONAL ACCESS VIA THE HIGHWAY NETWORK TO THE GO TRAIN SYSTEM.

ANALYSIS FACTORS

- TRANSPORTATION SERVICE
 - RAIL
 - BUS
 - STAGING
- ECONOMIC EFFECTS
 - COMMERCIAL
 - RESIDENTIAL
 - TOURISM
 - ATTRACTION TO HAMILTON
- CONSTRUCTION COSTS
 - RAIL COSTS
 - STRUCTURE COSTS
 - TUNNEL COSTS
- SOCIAL EFFECTS
 - COMMUNITY INTRUSION
 - NOISE
 - CONSTRUCTION EFFECTS
- NATURAL ENVIRONMENTAL EFFECTS
 - SENSITIVE AREAS
 - VEGETATION
 - WATER

ECONOMIC EFFECTS

CRITERIA	CP/TH&B FULL SERVICE	CP/TH&B PARTIAL 2-WAY	CP/TH&B IMPROVED 1-WAY	CN FULL SERVICE	CN PARTIAL 2-WAY	CN IMPROVED 1-WAY
o Likelihood of Increasing/ reinforcing the number of people moving to Hamilton	•	•	—	•	•	—
o Likelihood of Increasing/ reinforcing the draw to major tourism attractions	•	•	—	•	•	—
o Likelihood of Increasing/ reinforcing attractiveness of the core to businesses	•	•	—	•	•	—
o Likelihood of stimulating/ reinforcing localized redevelopment and con- venience-order businesses	•	•	•	•	•	—

LEGEND

HIGH ————— LOW

NO EFFECT

GO TRANSPORTATION SERVICE EXPANSION PROGRAM - ANALYSIS OF ALTERNATIVES
ECONOMIC EFFECTS

CRITERIA	CP/TH&B STATION		CN STATION	
	EXISTING	POTENTIAL	EXISTING	POTENTIAL
o Population within 750 m of station	12,890	14,120 *	6,900	6,600 *
o Employment within 750 m of station	21,860	26,750 *	7,330	10,070 *
o Residential unit development within 750 m of station	±7,540	±8,560	±2,960	±3,180
o Commercial development within 750 m of station (includes office and retail commercial)	207,200 m ² *** (office only)	±555,600 m ² **	Negligible	±55,700 m ² **
o Tourist/Recreational attractions within 750 m of station	⁶ (Copps Colliseum, Art Gallery, Football Hall of Fame, Convention Centre, Jackson Square, Hamilton Place)	⁸ (The 6 in existing + Theatre Aquarius, and Eaton Centre)	0	¹ (Waterfront Park)
o Compatibility of Terminal with Municipal Land Use/Development policies	Not applicable Terminal unused	Compatible	Compatible since already in use	Less compatible since not in development area

* Population and Employment Figures Based on Year 2011 Ministry of Transportation Forecast

** Based on 65% of Maximum Permissible Floor Area Under Current Zoning. Source: City of Hamilton

*** Source: Chambers & Co. Ltd., Hamilton Office Space Inventory, July 1987

LEVEL OF SERVICE	SUMMARY OF ANALYSIS							
	BENEFITS				COST		IMPACTS	
	TRANSPORTATION SERVICE		ECONOMIC DEVELOPMENT		CAPITAL * COST		SOCIAL EFFECTS	NAT. ENVIRON. EFFECTS
20 MINUTE PEAK SERVICE @ 1 HR. OFF PEAK 2 WAY PEAK SERVICE @ 1 HR. OFF PEAK 2 WAY PEAK SERVICE @ 2 HR. OFF PEAK ADDITIONAL 1 WAY PEAK SERVICE EXISTING 6 TRAIN SERVICE	CN	CP	CN	CP	CN	CP	CN	CP
	●	●	●	●	(1) \$ 112m ← DEPENDENT ON TRACK REQUIREMENTS → \$ 141m \$ 11m ← DEPENDENT ON TRACK REQUIREMENTS → \$ 20m		●	●
	●	●	●	●			●	●
	●	●	●	●	← DEPENDENT ON TRACK REQUIREMENTS → ← DEPENDENT ON TRACK REQUIREMENTS →		●	●
	●	●	●	●			●	●
MOST PREFERRED ○ ○ ○ ○ ○					← LEAST PREFERRED ○ ○ ○ ○ ○ * COST DOES NOT INCLUDE ROLLING STOCK.			

(1) THESE CN COSTS ARE BASED ON A PRELIMINARY ASSESSMENT THAT DOES NOT REFLECT A DETAILED SIMULATION OF OPERATIONS WITHIN THE CN YARD OR THE INTERACTION OF THE GO/CN/PERIMETER ROAD AND WATERFRONT PARK PROPOSALS. IT IS POSSIBLE THAT A FINAL ASSESSMENT WOULD RESULT IN SIGNIFICANTLY HIGHER COSTS.

FUTURE WORK

THE FOLLOWING ACTIVITIES NEED TO BE CARRIED OUT BEFORE THE STUDY IS COMPLETE:

RAIL STUDIES: BOTH CN RAIL AND CP RAIL WILL UNDERTAKE DETAILED SIMULATIONS OF SPECIFIC GO TRAIN SCENARIOS TO DETERMINE THE LEVEL OF GO TRAIN SERVICE POSSIBLE FOR DIFFERENT TRACK REQUIREMENTS. THIS WILL DETERMINE WHAT LEVELS OF GO TRAIN SERVICE WOULD REQUIRE CONSTRUCTION OF NEW TRACKS IN AREAS SUCH AS THE ROYAL BOTANICAL GARDENS AND THE HUNTER STREET TUNNEL.

CONSULTATION: FURTHER CONSULTATION WITH INTEREST GROUPS, CITIZENS, TECHNICAL STAFF AND ELECTED OFFICIALS WILL OCCUR, PARTICULARLY DURING THE MUNICIPAL COUNCIL APPROVAL PROCESS AND PUBLIC REVIEW OF THE FINAL RECOMMENDATIONS.

DETAILED ANALYSIS AND EVALUATION: FURTHER ANALYSIS AND EVALUATION WILL OCCUR TO ENSURE THAT ALL THE TECHNICAL FACTORS AND PUBLIC INPUT ARE TAKEN INTO ACCOUNT BEFORE FINAL RECOMMENDATIONS ARE MADE. THE COMMENTS PROVIDED BY THE PUBLIC AT THIS INFORMATION CENTRE WILL BE PART OF THIS ANALYSIS.

ENVIRONMENTAL ASSESSMENT: AN ENVIRONMENTAL ASSESSMENT REPORT WHICH COMPILES ALL THE ALTERNATIVES, ANALYSIS AND EVALUATION DONE IN THE STUDY WILL BE PREPARED AND SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT FOR GOVERNMENT AND PUBLIC REVIEW AND FINAL APPROVAL.

NEXT PUBLIC INFORMATION CENTRES: THE NEXT ROUND OF PUBLIC INFORMATION CENTRES IS SCHEDULED FOR SPRING 1988.

POLICIES FROM THE DRAFT
CENTRAL AREA SECONDARY PLAN

- 4.8.14 All forms of public transit should contribute to a convenient and coordinated system of transportation.
- 4.8.15 A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.
- 4.8.16 Existing commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be maintained and improved.

FOR INFORMATION

REPORT TO: SUSAN REEDER, ACTING SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

FROM: J. D. THOMS, COMMISSIONER
PLANNING AND DEVELOPMENT DEPARTMENT

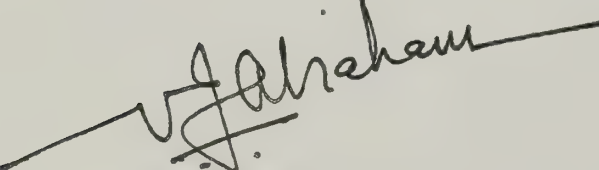
DATE: 1988 March 24
COMM FILE:
DEPT. FILE: P5-4-7-9

SUBJECT:

GO Rail Study

RECOMMENDATION

- a) That the Planning and Development Department support the recommendations of the Central Area Plan Implementation Committee (CAPIC) regarding the GO Train Expansion Program; and,
- b) That the recommendation and the report be referred to the Transport and Environment Committee for consideration.


V. J. Abraham, M.C.I.P.
Director of Local Planning

J. D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

See CAPIC's GO Rail Study Report.

BJ/dkp

WP 0021P

FOR ACTION

28

REPORT TO: TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

DATE: 1988 April 13

COMM FILE:

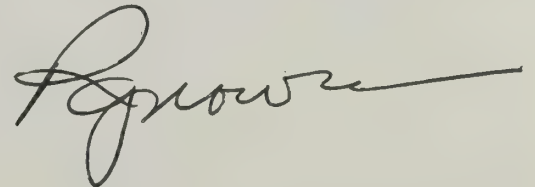
DEPT FILE:

SUBJECT:

81st APCA Annual Meeting and Exhibition

RECOMMENDATION

That the Chairman or his designate be authorized to attend the 81st APCA Annual Meeting and Exhibition in Dallas, Texas June 19-24, 1988.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Funds available in Legislative Travel Account.

BACKGROUND

See Attached.

81st APCA Annual Meeting & Exhibition

June 19-24, 1988

Dallas Convention Center, Dallas, Texas



APCA — The Association Dedicated to Air and Waste Management

APCA'88 at a Glance	1
(Previews the entire week's events on one page)	
Technical Program at a Glance	2
(Shows the entire technical program in matrix format, listing all 10 topic areas by day of the week)	
Technical Program	4
(Provides descriptions of the Plenary Session and Critical Review; Details what issues and technical information are covered in each of the 10 topic areas; Presents abstracts of the technical sessions)	
Committee Meetings	12
(Lists what APCA Committees are meeting)	
Exhibition	13
(Describes the equipment and instrumentation shown; Gives hours of operation; Details special events held in the Exhibition Hall)	
Exhibitors' List	13
(Lists companies who are scheduled to show products and services)	
Education Program	14
(Lists and describes 1-day and 2-day continuing education and 2-hour refresher courses)	
Support Programs	16
(Presents descriptions of and times for technical tours; Provides a complete description of Spouses' Program; Details Student Program)	
Social Events	17
(Presents descriptions, costs and times for Mixers, President's Luncheon and Special Evening at Southfork)	
Support Services	18
(Details availability of technical paper preprints; Provides description of and procedures for Job Placement Service; Presents hours of operation for Message Center and Postal Service)	
Ancillary Events	18
(Provides descriptions, hours and costs for AAEE Luncheon and Elected Officials Workshop)	
Hotels & Transportation	18
(Presents information on: discount air fares; transportation to hotels; hotel accommodations; shuttle service to meeting)	
Local Host Committee	19
(Lists the APCA Members from the Dallas area who have worked to organize APCA'88)	
Hotel Reservation Form	20
(Use this form to reserve your hotel accommodations)	
Map	21
(Hotel locations; hotel rates and costs)	
Fees & Registrations	22
(Describes types and costs of registration)	
APCA'88 Registration Form	23
(Use this form to register for the meeting and all of its activities)	

APCA '88 Week at a Glance

Sunday **Monday** **Tuesday** **Wednesday** **Thursday** **Friday**

Registration Opens 7:30 a.m.

Technical Sessions Begin 8:30 a.m.
see page 2 for schedule

Plenary Session
9 a.m.
Business Meeting

Exhibition Opens at 9 a.m.

Exhibition Viewing Begins
in Technical Sessions at 10:45 a.m.

Elected Officials
Workshop at 10 a.m.

Technical Sessions Resume 10:45 a.m.

AAEE Luncheon
Noon

APCA '88 Ends
Noon

President's
Luncheon—Noon

Technical Sessions Resume 1:30 p.m.

Technical Sessions
Begin at 2:30 p.m.

Hosted Cocktail Hour
in Exhibition Hall
5-6 p.m.

Critical Review
1:30 p.m.

Exhibition Closes
3 p.m.

Hosted Cocktail Hour
in Exhibition Hall
4:30-5:30 p.m.

Refresher Courses
5:30-7:30 p.m.

Closing Mixer
6 p.m.

An Evening
at Southfork
6 p.m.

Registration
Preprints
Open at 9 a.m.

Continuing Education
Courses
continue
from Saturday

Opening Mixer
6 p.m.

Technical Program at a Glance

Notes: Sessions are listed with number according to theme and day of presentation. Those in red are primarily related to the themes spanning the top of the grid. Those in black are related to two or more themes and are cross-listed under those themes. For example: The first session listed under

	Waste Management	Air Toxics	Ozone	Indoor Air	Acidic Deposition
Monday afternoon	(3) Underground Storage Tanks (5) Site Air Monitoring (15) Combustion Regulation (34) RCRA in 1988 (35) Business Concerns (80) Research & Education	(77) Measuring Dioxins, Dibenzofurans (81) Environmental Dosimetry (148) SARA Title III	(1) Overview of Issues		
Tuesday morning	(10) Cleanup Negotiations (16) O & M Combustion Systems (26A) Incinerator Ash (32) Ground Water Regs (79) Training Requirements	(115) Measuring Human Exposure (130) Food Chain Accumulation (131) Trial Burn Measurements (147) Chemical Industry Risk Analysis	(43) Material Damage (45) Ambient Levels (67) Post '87 Control Strategies (141) International Stratospheric Protocol		(43) Material Damage
Tuesday afternoon	(2) Ground Water Issues (4) Health & Safety Plans (8) Disposal Options (17) Thermal Treatment (26B) Incinerator Ash (30) State Siting Programs	(46) Remote Sensing (127) Integrated Risk Assessment (44) Measurement, Modeling	(66) Precursor Emission Estimates (70) Forest Response (140) Effects on Tropospheric Attainment (44) Measuring & Receptor Modeling		(129) Cloud Chemistry
Wednesday morning	(6A) Innovative Treatments (14) Thermal Treatment of Soils & Sludge (21) MSW Incineration & Control (95A) Air Toxics	(126) Risk Assessments (146) Emergency Releases Planning (95A) Related Waste Management (120) Communicating Risks	(48) Photochemical Modeling (65) Control Cost Effectiveness (122) Health Effects		(103) Regional Ep
Wednesday afternoon	(6B) Innovative Treatments (24) MSW Combustion Technology (31) Siting MSW Incinerators (95B) Air Toxics (93) Legal, Regulatory Issues	(41) Methanol Fueled Cars (132) Role of Cost/Benefit (150) Sampling, Analyzing VOCs (95B) Managing Specific Sites	Critical Review (69) Crop Response (93) Legal Regulatory Developments	(94) Agency Policies & Programs (110) The Sick Building Syndrome	(104) Damage Estimates & Control Economics (153) Particulate Control Equipment
Thursday morning	(20) Hospital Waste Incineration (28) Advanced Coal Combustion Byproducts (33) California Proposition 65 (116) Petroleum Refining Wastes	(113) Regulations & Strategy	(50) Meteorological Aspects (121) NAAQS Issues	(75) Designs of Building Intakes & Exhausts (106) Radon Policy & Strategy (111) Controlling Sick Building Syndrome	(101) Dry Deposition
Thursday afternoon	(11) Minimization (23A) Low Level Nuclear Waste (29) Coal Combustion (118) Multi-media/pollutants Models (40) Nonmetallic Industry Issues	(57) Urban Haze		(76) Field Studies (90) Appliance Combustion Impacts (105) Asbestos, Radon Health Effects	(119) Evaluating Regional Models
Friday morning	(7) Nonthermal Treatment Studies (13) Characterization, Analysis (23B) Mixed Waste Incineration (98) Incineration Emission Control			(107) Radon Reduction (109) Field Studies	(62) Deposition of Metals & Organics

Waste Management on Monday afternoon, "Underground Storage Tanks," was originally produced as part of the Waste Management theme. However, since it covers ownership issues and responsibilities, it is also listed under Environmental Management.

The titles are abridged for reference with session descriptions located on the following pages.

Control and Operations Technology			Legal and Regulatory Issues	Environmental Management
	Atmospheric Sciences	Effects		
	(87) Climate Change Overview	(47) Community Noise (78) Odors (125) Ecological (81) Environmental Dosimetry (87) Climate Change Overview	(1) Ozone Nonattainment Issues (15) Hazardous Waste Combustion (34) RCRA in 1988	(58) International Air Pollution Control (80) Hazardous Waste Research & Education Needs (1) Ozone Control Policy (3) Underground Tanks (35) Waste Management Business Decisions
(16) O & M of Hazardous Materials Combustion Systems	(100) Climate Change Ecological Effects	(124) Community Health Studies (43) Material Damage (100) Climate Change Ecological Effects (115) Human Exposure to Air Toxics	(10) Negotiating Cleanup (32) Ground Water	(79) Air & Waste Management Training Requirements (138) U.S.- Mexican Border Issues (147) Chemical Industry Issues
(85) Clean Coal Technology (88) NSPS for Industrial Boilers (137) Continuous Emission Monitoring	(44) Urban Toxics & Ozone Modeling (54) Visibility Field Studies (151) Fine Particulates Measurements & Analysis (129) Cloud Chemistry	(127) Integrated Risk Assessment	(30) Hazardous Waste TSD Siting (88) Industrial Boilers NSPS	(8) Waste Disposal Options
(39) Iron & Steel Industry Issues (72) Particle Measurement & Control (85A) Clean Coal Retrofitting Alternative Vehicle Fuels (21) MSW Incineration, Emission Control	(53) Fine Particle & Visibility Measurements (103) Regional Acidity Episodes	(120) Communicating Environmental Risks (122) Ozone on Health (128) Integrated Risk Assessment	(39) Plant Closures, Remediation	(39) Plant Closures, Remediation In the Steel Industry (99) Alternative Vehicle Fuels
(71A) PM-10 Source Identification (86B) Clean Coal Retrofitting (96) Mobile Source Emissions (153) Particulate Control in Acid Rain Mitigation (24) MSW Combustion Technology	(56A) Visibility Issues	(41) Methanol Fueled Cars on Health (56A) Visibility Economics (69) Ozone on Crops (104) Acidic Damage & Control Economics (132) Air Toxics Costs vs Benefits	(93) Air & Waste Management: Recent Developments (94) Agency Policies & Programs (96) Mobile Source Emissions	(94) Agency Policies & Programs
(71B) PM-10 Source Measurement (83A) Catalytic Controls (84) VOC Emission Control (92) Nonferrous Industry Issues (97A) Mobile Source Reduction Strategies	(49) Dispersion Modeling (55) Visibility Modeling, Regulatory Issues (56B) Visibility Issues (101) Dry Deposition Chemistry	(56B) Visibility Psychophysical	(121) NAAQS Health & Welfare Issues (33) California Proposition 65 (55) Visibility Modeling (97A) Mobile Source Reduction Strategies (106) Radon (113) Air Toxics	(92) Nonferrous Industry Issues
(40) Nonmetallic Minerals Industry Issues (83B) Catalytic Emission Control (89) Woodstove Technology (97B) Mobile Source Reduction Strategies	(57) Urban Haze (63) Fine Particle Receptor Model Applications (119) Aerometric Measurements	(105) Asbestos & Radon on Health (118) Models Applied to Landfills & Recovery (121) NAAQS Related	(139) Carbon Monoxide (97B) Mobile Source Reduction Strategies	(51A) Microcomputer Applications (40) Nonmetallic Minerals Industry Issues
(98) Incineration of Mixed Waste (98) Incineration Emission Control Operation & Technology	(52) Visibility Source Apportionment (64) New Developments in Receptor Modeling		(138) Negotiation, Not Litigation	(51B) Microcomputer Applications

Technical Program



Plenary Session

APCA'88 officially begins with the Opening Plenary Session, 9 a.m., Monday in the Dallas Convention Center. Vittorio K. Argento, APCA'88 General Conference Chairman, University of Texas, opens the proceedings with introductory remarks.

Lee Thomas, Administrator, U.S. Environmental Protection Agency (EPA) delivers the keynote address.

At 11 a.m., the annual APCA Business Meeting begins. All APCA Members are invited to attend and participate. After the Business Meeting, there is a brief reception, followed immediately by the President's Luncheon. At this Luncheon, Milton Feldstein, APCA President, Bay Area Air Quality Management District, delivers the "state of the association" address and presents APCA's prestigious awards.

Technical Program Introduction

APCA'88 offers you a comprehensive technical program covering air and waste management and related issues. The program includes more than 125 technical sessions.

The technical sessions are presented here for your planning convenience, categorized into 10 general topic areas:

• Waste Management

Topics include: waste and hazardous waste management; Superfund, RCRA and TSCA regulatory issues; groundwater; underground storage tanks; ash and residuals disposal; land, thermal and innovative treatment; waste minimization and source reduction; hospital wastes, and special management issues for the chemical, petroleum, nonmetallic, metals and nuclear waste industries.

• Air Toxics

Topics include: health risk assessment; sampling and analysis; modeling; policy and regulatory issues; SARA Title III and public concerns; characterization, and control strategies and options.

• Ozone

Topics include: problems of nonattainment and the development of feasible control strategies and options; background precursors; photochemical modeling; effects on ecology and materials.

• Indoor Air

Topics include: building design and ventilation; the "sick building" syndrome; health effects; field studies, and radon abatement and policy issues.

• Acidic Deposition

Topics include: prediction of regional episodes; impacts and effects; cloud and deposition chemistry; measurement and analytical methods, and control strategy economics.

• Control and Operations Technology

Topics include: clean coal technology; waste and hazardous waste combustion; CEM operations; MSW controls and options; alternative vehicle fuels; criteria pollutant control systems for industrial and utility applications, and special industry control and operation issues.

• Atmospheric Sciences

Topics include: urban and regional modeling; eastern and western U.S. visibility measurements, impacts and regulations; measurements and analysis protocols; chemistry and characterization of components, and climate change and assessment of impacts.

• Effects

Topics include: for a variety of environmental issues and pollutants — health; ecological; materials; economics; noise, and olfactometry.

• Legal and Regulatory Issues

Topics include: Clean Air Act; CERCLA; RCRA; TSCA; recent legislative, regulatory and judicial developments affecting air and waste management; liabilities; California Proposition 65, and negotiation versus litigation.

• Environmental Management

Topics include: iron and steel industry plant closures and site remediation; pollution control in the metals and nonferrous industries; transborder environmental issues; training and education issues, and computer management.

All sessions are held in the Convention Center.

So that you may adequately plan your attendance, many of the sessions are cross-listed when the subject matter is pertinent to more than one of the 10 topical areas. The listings below contain:

Topic

Day of Presentation

(Session Number) Session Title

Brief description of themes and presentations.

Note: This is a preliminary program. A few sessions may be added, deleted or moved to different times.

Critical Review

"Predicting Peak Ozone Concentrations"

The APCA Annual Critical Review is authored by Professor John H. Seinfeld, The Louis E. Nohl Professor and Executive Officer, Department of Chemical Engineering, California Institute of Technology, Pasadena, California. He presents the Review as part of the APCA'88 Technical Program on Wednesday afternoon in the Convention Center.

Following his presentation, a panel of selected authorities is scheduled to discuss the issues raised in the Review.

The Review is initially published in the May 1988 JAPCA.

Waste Management

Monday Afternoon

(3) Underground Storage Tanks

Provides the perspectives of the "regulator, owner and consultant" on financial and legal requirements, leak detection and remedial action.

(5) Air Monitoring Programs for Hazardous Waste Site Mitigation

Addresses the design, implementation and results from programs at waste remediation sites. Includes sampling and analytical techniques, health and safety considerations and case studies.

(15) Regulation of Hazardous Waste Combustion

Focuses on issues related to permitting hazardous waste incinerators including the latest permitting interpretations and case studies.

(34) New Regulatory Initiatives: RCRA in 1988

Presents viewpoints of current and future, land-disposal prohibitions, corrective actions and waste classifications for hazardous and solid wastes, toxicity characteristics and delisting programs.

(35) Waste Management: A Business Decision

Entails: (1) use of marketing studies; (2) alternative cost benefit analysis; (3) liability management; (4) strategy and approach; (5) joint venture potential; (6) siting potential, and, (7) choosing treatment, storage or disposal.

(80) Hazardous Waste: Research Needs and Educational Opportunities

see Environmental Management

Tuesday Morning**(10) Negotiating the Cleanup: CERCLA, RCRA, TSCA**

Reviews issues surrounding the negotiations of Superfund cleanups and RCRA and TSCA considerations.

(16) Operation and Maintenance of Hazardous Materials Combustion Systems

Focuses on operators' compliance experiences and difficulties encountered in burning hazardous materials. Emphasizes facilities using compliance-monitoring performance and evaluation systems operating under RCRA.

(26A) Incineration Ash Characteristics and Management

First of two sessions presenting the status of technical and regulatory issues relating to ash characterization and management. Examines sampling, handling and disposal techniques.

(32) Ground Water Regulatory and Legislative Update

Reviews current and proposed ground water legislation including S.1105, S.20 and HR2253. Also, covers state activities and case histories.

(79) Technical Training Requirements for Air and Waste Management Programs

see Environmental Management

Tuesday Afternoon**(2) Ground Water Issues and Management**

Examines ground water issues as they relate to hazardous waste management or mismanagement, including monitoring design, collection and interpretation of data, corrective action technologies and case studies.

(4) Health and Safety Plans for Hazardous Waste Site Remediation

Presents information on: (1) the collection of onsite data and their impact on health and safety; (2) analysis of that data; (3) emergency response, and, (4) legal liabilities of an inadequate health and safety plan.

(8) Hazardous Waste Disposal Options for the 90s

Covers: ability of current disposal facilities; emerging treatments and disposal technologies; disposal of exempt wastes; capacity problems; impact of new EP toxicity procedures; land-farming, and, injection wells.

(17) Thermal Treatment: Applied New Technologies

Focuses on two areas: (1) the application of new technologies in actual facilities, and, (2) pilot plant studies related to the planning and scale up of processes.

(26B) Incineration Ash Characteristics and Management

Second of two sessions presenting the status of technical and regulatory issues relating to ash characterization and management. Examines sampling, handling and disposal techniques.

(30) State Programs for Siting of Hazardous Waste Management Facilities

Provides a review of the major state programs in effect which establish technical and public participation procedures for siting facilities.

Wednesday Morning**(6A) Innovative Waste Treatment**

First of two sessions which offer an examination of techniques and processes which have been demonstrated at bench, pilot or full scale. Also looks at the use of existing or modified processes in new applications.

(14) Thermal Treatment of Contaminated Soils and Sludge

Emphasizes those processes which can be transported and used at contaminated sites.

(21) Alternative MSW Incineration and Emission Control Technologies

Includes: waste presorting, fluidized bed, gasification and retrofit.

(95A) Air Toxics & Waste Management: Background Level and Estimation Procedures

Second of two sessions on Air Toxics & Waste Management. This session reports on levels of air toxics in the background as well as contributions of waste sites, available monitoring methods and control techniques.

Wednesday Afternoon**(6B) Innovative Waste Treatment**

Second of two sessions which offer an examination of techniques and processes which have been demonstrated at bench, pilot or full scale. Also looks at the use of existing or modified processes in new applications.

(24) Municipal Solid Waste Combustion Technology

Presents the perspectives of industry, consultants, regulatory agencies, academia and the legal community.

(31) Siting of Municipal Solid Waste Incinerators

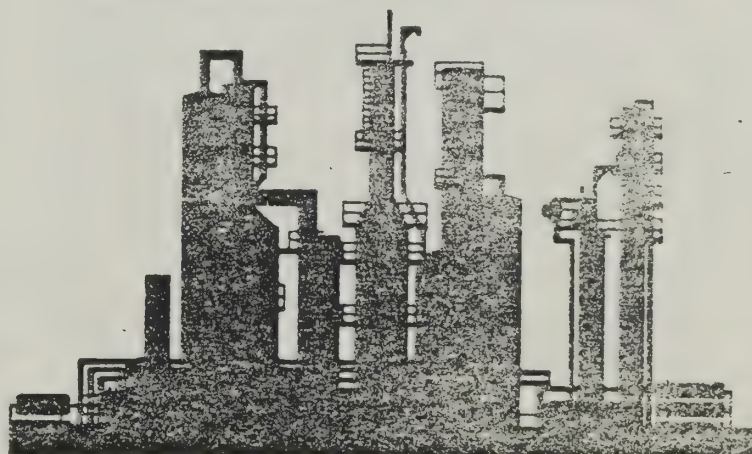
Examines current environmental, health and control technology issues related to siting of resource recovery plants. Presents successful case studies.

(93) Recent Legislative, Regulatory and Judiciary Developments in Air and Waste Management

see Legal and Regulatory Issues

(95B) Air Toxics & Waste Management: Monitoring & Managing Specific Sites

First of two sessions on Air Toxics & Waste management. This session presents discussions on risk evaluation, risk management and the operation of site control programs.

**Thursday Morning****(20) Hospital Waste Incineration**

Reviews: procedures for regulatory/waste identification; siting requirements; emissions; technologies, and water reduction.

(28) Characterization and Management of Byproducts and Wastes from Advanced Coal Combustion Processes

Provides an answer to the question: How do material properties affect the selection of alternative designs?

(33) Implication of California's Proposition 65

Provides the viewpoints of the proponents, the opponents and regulatory agencies. Looks at the financial and legal ramifications.

(116) Land Treatment of Petroleum Refining Wastes: Methods, Emissions and Risks

Considers treatments from industry and regulatory perspectives. Includes papers on practices, regulations, emission measurements, modeling and risks.

Thursday Afternoon**(11) Hazardous Waste Minimization**

Presents the current EPA perspective, state and provincial projects and legal liabilities.

(23A) Control of Mixed Hazardous Waste and Low Level Radioactive Waste — Incineration and Disposal

First of two sessions which provide an overview of new technology and regulatory aspects affecting mixed waste, generators and the disposal industry.

(29) Conventional Coal Combustion Byproduct and Waste Management

Covers new research, technology and case studies. Looks at geohydrochemical models, leaching chemistry studies and alternative uses for combustion byproducts.

(40) Current Topics in the Nonmetallic Mineral Industries

(118) Multimedia-Multipollutant Models Applied to Landfills and Resource Recovery

Examines approaches for estimating exposures and risks associated with resource recovery facilities and landfills. Presents methods for evaluating multiple chemicals and a wide range of exposure pathways.

Friday Morning

(7) Nonthermal Soil and Toxic Waste Technology Case Studies

Addresses specific remediation projects employing different clean-technologies. Each study provides the original state of contamination, the technology used, regulatory interactions, air pollution controls used and final state of cleanliness.

(13) Hazardous Wastes: Characterization and Analysis

Reviews procedures to: characterize wastes prior to treatment or disposal, measure emissions from facilities, measure soil and ground water contamination; collect samples, and analyze samples.

(23B) Control of Mixed Hazardous Waste and Low Level Radioactive Waste — Incineration and Disposal

Second of two sessions which provide an overview of new technology and regulatory aspects affecting mixed waste, generators and the disposal industry.

(98) Design and Operation of Emission Control Technology for Incineration

Focuses on the control of particulate matter, acid gases and air toxic emissions from all types of hazardous waste and municipal waste incinerators.

Air Toxics

Monday Afternoon

(77) Ambient Measurements of Chlorinated Dioxins and Chlorinated Dibenzofurans

Presents the actual data on the distributions and occurrences in a variety of urban, rural and marine locations in North America.

(81) Environmental Dosimetry: Applications of Pharmacokinetics and Biological Markers

Examines the use of models and markers in health risk assessment. Papers discuss: estimation of constants; validation of models; molecular epidemiology, and, extrapolation from animals to humans.

(148) SARA's Role in Emergency Response and Planning

Includes discussion of SARA Title III and related CMA CAER programs and how these programs affect industry, local emergency planning efforts and groups responsible for SARA implementation.

Tuesday Morning

(115) Measurement Methods for Human Exposure to Air Toxics

Presents recent advances in measurement techniques and equipment. Includes discussion of adaptation of ambient and

industrial hygiene equipment, method evaluation and applied studies.

(130) Air Toxics — Accumulation in the Human Food Chain

Examines the presence of PCBs, dioxins, arsenic, selenium, and other toxics in soil and food crops.

(131) Air Toxic and Reactive Pollutant Source Emission Measurements and Emissions

Reviews the implementation and problems encountered with measurement methods during RCRA trial burn tests and reactive pollutant testing for NSPS source categories. Includes a look at volatile and semivolatile POHC and metals, and reactive organic measurements leading to ozone formation.

(147) Assessing and Managing Risks in Communities with Chemical Industry: U.S. and International Experiences

Presents current techniques and research for prevention and mitigation of toxic accidental releases (both onsite and in the community). Suggests temporary safe havens and ventilation systems.

RADON • BERYLLIUM
MERCURY • VINYL CHLORIDE
ASBESTOS • BENZENE • BENZENE
SULFIDE • PYRENE • SULFIDE
RADON • RADON

Tuesday Afternoon

(44) Measurement and Receptor Modeling of Urban Toxics and Ozone Precursors

see Atmospheric Sciences

(46) Remote Sensing Applied to Emergency Responses

Proposes the use of lasers and other remote sensors to provide early warning for accidental releases. Reviews current remote sensing methods, data from actual measurements and indications of how remote sensors can be used in emergencies.

(127) Integrated Risk Assessment for Urban and Nonurban Environments

Examines the risk assessment based on characterization of integrated exposure to environmental pollutants. Includes recent works from the EPA-IEM Program and team studies.

Wednesday Morning

(95A) Air Toxics & Waste Management: Background Level and Estimation Procedures

see Waste Management

(120) Communicating Environmental Risks in the Community

see Effects

(128) Integrated Risk Assessments for Specific Sources

Examines the risk assessments based on complete characterization of exposure to environmental pollutants such as lead, asbestos and volatile organic compounds.

(146) Development in Planning and Modeling for Emergency Releases

Covers: (1) effects of source configurations on estimating the releases; (2) improvements in source characterization and the generation of release estimation for various classes of accidents; (3) considerations of the chemical and physical processes in the modeling tool; (4) concentrations in modeling tools and means of improvement, and, (5) adaptation of complicated models to near real time situations.

Wednesday Afternoon

(41) Health Significance of Air Toxics from Methanol Fueled Cars

Reviews all available toxicity data and exposure scenarios.

Assesses the potential of emissions, particularly formaldehyde, for adverse effects on public health.

(95B) Air Toxics & Waste Management: Monitoring & Managing Specific Sites

see Waste Management

(132) The Role of Cost/Benefit in Controlling Air Toxics

Identifies determining factors in economic evaluation and analysis in setting health standards. Provides an opportunity for pollution scientists to become acquainted with economic perspectives and for economists to become acquainted with air toxic issues.

(150) Sampling and Analysis for Toxic VOCs

Covers: sampling methodology; design and testing of sampling hardware; implementation of field studies; results from field studies; laboratory analysis and techniques, and, field audit techniques.

Thursday Morning

(113) Air Toxic Regulatory Policy and Strategy Developments

Presents and evaluates state and federal agencies' continuing progress in development of regulation and policy.

Thursday Afternoon

(57) Urban Haze Characterization

see Atmospheric Sciences

Ozone

Monday Afternoon

(1) Ozone Nonattainment Problems and Control Policy: Long Range Perspectives

Serves as the plenary session for the ozone topic. Introduces issues discussed throughout the remainder of the week.

Tuesday Morning

(43) Material Damage from Acids and Ozone

Covers: (1) SO₂ and NO_x effects on construction materials; (2) acidic damage to materials in Southern California; (3) effects on cultural and historic resources; (4) damage to property by episodic emissions, and, (5) impacts of acids on indoor materials.

(45) Trends in Ambient Ozone Levels: Different Perspectives

Examines trends based upon available historical ozone data. Papers cover a national overview to specific regional and urban areas.

(67) Post 1987 Ozone Control Strategies

Offers a comparison of control alternatives, mobile source reductions, RACT compliance, SIP planning, EPA policy and goals and international problems and strategies.

(141) Implementation of International Stratospheric Ozone Protocol

Reviews international agreements on and EPA regulations for control of halogenated compounds to protect stratospheric ozone.

Tuesday Afternoon

(44) Measurement and Receptor Modeling of Urban Toxics and Ozone Precursors

see Atmospheric Sciences

(66) Re-examination of Ozone Precursor Emission Estimates

Takes a second look at estimates in view of the national interest generated by revised ozone control strategies and increased priorities.

(70) Forest Response to Ozone and Other Stresses

Papers cover a wide range of forest types and plant responses.

(140) Effects of Stratospheric Ozone and Global Climate Change on Tropospheric Ozone Attainment

Addresses the causes and controls of depletion, tropospheric ozone nonattainment and the greenhouse effect. Highlights implications for state and local planners and managers.

Wednesday Morning

(48) Photochemical Modeling Aspects on the Ozone Nonattainment Problem

Covers statistical analysis and models of meteorological conditions conducive to ozone formation.

(65) Cost Effectiveness of Controlling Ozone Precursors

Examines the cost effectiveness of ozone attainment strategies from national, area-specific and source-specific perspectives.

(122) Update on the Chronic and Subchronic Health Effects of Ozone

Provides a forum for a discussion of recent information about the health effects of ozone and other photochemical oxidants and the impact of this information on the future direction of regulations.

Wednesday Afternoon

Critical Review

"Predicting Peak Ozone Concentrations" — by Professor John H. Seinfeld, California Institute of Technology.

See special listing on page 4.

(69) Crop Response to Ozone and Other Agents

Reviews the merits and disadvantages of the approaches and numerical models for relating exposure dynamics to crop response.

(93) Recent Legislative, Regulatory and Judiciary Developments in Air and Waste Management

see Legal and Regulatory Issues

Thursday Morning

(50) Meteorological Aspects of the Ozone Nonattainment Program

Analyzes the typical and unusual conditions conducive to ozone formation. Emphasizes regional problems and statistical analyses.

(121) Issues of the National Ambient Air Quality Standards

see Legal and Regulatory Issues

Indoor Air

Wednesday Afternoon

(94) Agency Policies and Programs

Explores the implementation, problems, options and mandates of IAQ policy and programs.

(110) An Evaluation of the Sick Building Syndrome

Presents and evaluates environmental, health and occupancy factors through the use of case studies conducted by government agencies and consulting firms. Discusses the implications of building design and operation.

Thursday Morning

(75) The Effect of Outdoor Air Quality and Design of Air Intakes and Building Exhausts on Indoor Air Quality

Presents the results of wind tunnel, field and mathematical modeling studies.

(106) Radon Policy and Strategy Implementation

Debates the merits of a variety of responses by federal, state and local governments. Focuses on strict regulatory standards versus suggested action guidelines.



(111) Sick Building Syndrome Control and Abatement
Offers alternative methods of diagnosing the syndrome in mechanically ventilated office buildings. Reviews case studies of successful and unsuccessful control methods.

Thursday Afternoon

(76) Indoor Air Quality Field Studies
Covers studies currently underway for radon, NO₂, VOCs. Emphasizes methodological and data analysis.

(90) Indoor Impacts of Residential Combustion Appliances
Covers: changing fuels; tighter houses; backdrafting; ventilation failure, and, spillage. Targeted to appliance manufacturers, home builders and remodelers, regulators, utilities and the public.

(105) Update on Asbestos and Radon Health Effects
Presents information on pulmonary anatomy, physiology and pathology; models of cancer causality; effects in animals; radon daughter effects in miners; dosimetric risk assessment; EPA's assessment, and, current studies on domestic radon exposure and lung cancer.

Friday Morning

(107) Reduction of Radon in Homes
Covers: case study results of home remediation projects, and, controlled or laboratory studies of candidate or current control techniques.

(109) Indoor Air Quality Field Studies
Provides summaries of population-based exposure assessments, personal monitoring programs and investigations of high exposure microenvironments.

Acidic Deposition

Tuesday Morning

(43) Material Damage from Acids and Ozone
see Ozone

Tuesday Afternoon

(129) Cloud Chemistry
Highlights results of recent studies of high elevation cloud chemistry in the U.S., Canada and U.K.

Wednesday Morning

(103) Characterization and Prediction of Regional Atmospheric Acidity Episodes
Reports on the recent efforts to identify and understand the chief meteorological associations of acidity episodes.

Wednesday Afternoon

(104) Acid Deposition Damage Estimates and Control Strategy Economics
Highlights the recent developments and applications of damage and economic control strategy models.

(153) The Role of Particulate Control Equipment in Acid Rain Mitigation

see Control and Operations Technology

Thursday Morning

(101) Chemistry with Measurements of Dry Deposition
Incorporates measurement methods, field studies, deposition velocity measurements, meteorological modeling and regulatory model evaluation.

Thursday Afternoon

(119) Aerometric Measurements for Evaluating Regional Acid Deposition Models

Presents methods currently used or planned for measuring SO₂, HNO₃, NH₃, NO₂ and PM in the APIOS, OEW, CAPMON, Acid modes, and CAPMP networks.

Friday

(62) Wet and Dry Deposition of Metals and Organics
Reviews theoretical and applied techniques of modeling and deposition of metals and organic compounds.

Control and Operations Technology

Tuesday Morning

(16) Operation and Maintenance of Hazardous Materials Combustion Systems

see Waste Management

Tuesday Afternoon

(85) Environmental Implications of Clean Coal Technology for New Facilities

Examines the implications, benefits and issues pertaining to the development and deployment of new coal technologies.

(88) NSPS for Industrial Boilers: Present and Future Perspectives

Discusses the recently promulgated NSPS for industrial, commercial and institutional boilers greater than 29 megawatts. Compares and contrasts California regulations with NSPS.

(137) Advances and Issues in Continuous Emission Monitoring of Criteria and Noncriteria Pollutants

Covers: in situ emission monitors; quality assurance control programs, and, operation and maintenance procedures. Focuses on regulatory issues, Appendix F, Subpart Da/Db and their reporting and monitoring requirements.

Wednesday Morning

(21) Alternative MSW Incineration and Emission Control Technologies

see Waste Management

(39) Plant Closures and Site Remediation in the Iron and Steel Industry

Examines strategic planning, onsite remedial investigations and cleanup actions. Presents the findings of the AISI study on implications of the EPA continuing releases/corrective action program.

(72) Advances in Particle Measurement, Characterization and Control

Presents papers related to current research on 10- μ m and smaller particles from processes, fugitive emissions and ambient atmospheric material.

(86A) Clean Coal Technology — Retrofit Applications

First of two sessions which examine the control of sulfur dioxide emissions from existing coal fired power plants using retrofit installation of solvent injection systems. Focuses on operating effectiveness and maintenance.

(99) Alternative Vehicle Fuels

Focuses on the use of methanol, electricity and compressed natural gas as alternative vehicle fuels. Presentations cover availability, relative emissions and relative life cycle costs.

Wednesday Afternoon

(24) Municipal Solid Waste Combustion Technology

see Waste Management

(71A) PM-10 Source Identification and Measurement

First of two sessions which examine the identification and characterization of sources of sub-10- μ m particles. Emphasizes the use of PM-10 measurements when establishing source-receptor relationships.

(86B) Clean Coal Technology — Retrofit Applications

Second of two sessions which examine the control of sulfur dioxide emissions from existing coal fired power plants using retrofit installation of solvent injection systems. Focuses on operating effectiveness and maintenance.

(96) Mobile Source Emissions and Air Quality

Features industry's and policy makers perspectives on emerging trends and state of the art for fuel modifications, alternate fuels and other control strategies.

(153) The Role of Particulate Control Equipment in Acid Rain Mitigation

Discusses the role of particulate control devices including spray dryers, dry scrubbers and furnace sorbent injection systems on electrostatic precipitators and baghouses.

Thursday Morning

(71B) PM-10 Source Identification and Measurement

Second of two sessions which examine the identification and characterization of sources of sub-10- μ m particles. Emphasizes the use of PM-10 measurements when establishing source-receptor relationships.

(83A) Catalytic Emission Control

First of two sessions which review operating experiences and new developments with catalytic control of NO_x emissions and related technologies to control CO and SO_x emissions.

(84) Control of VOC Emissions from Spray Booths and Other Sources

Examines the cost effectiveness as a function of air volume and organic concentrations. Presents new technology which demonstrates recirculation as a method for increasing concentrations which reduces air volume and unit costs.

(92) Pollution Control in the Nonferrous Industry

Addresses control technologies and effects of regulation changes.

(97A) Mobile Source Emission Reduction Strategies for the Future

First of two session which explore the remaining reduction potential for transportation controls and vehicle emission controls including alternate fuels, I/M, TSM requirements, Stage II and VEC.

Thursday Afternoon

(40) Current Topics in the Nonmetallic Mineral Industries

Covers: (1) operating experiences with SO₂ removal; (2) heat exchangers in clinker cooler vent circuits; (3) air pollution considerations in modern finish mills; (4) asbestos minerals in crushed stone; (5) operating experiences with burning hazardous wastes; (6) pseudo-particulate issues in testing cement plant emissions, and, (7) process problems when burning hazardous wastes in cement kilns.

(83B) Catalytic Emission Control

Second of two sessions which review operating experiences and new developments with catalytic control of NO_x emissions and related technologies to control CO and SO_x emissions.

(89) Advancing Technology to Reduce Woodstove Emissions Focuses on the effects of NSPS on the industry, stove design and both lab and field performance of new technologies.

(97B) Mobile Source Emission Reduction Strategies for the Future

Second of two sessions which explore the remaining reduction potential for transportation controls and vehicle emission controls including alternate fuels, I/M, TSM requirements, Stage II and VEC.

Friday Morning

(23B) Control of Mixed Hazardous Waste and Low Level Radioactive Waste — Incineration and Disposal

see Waste Management

(98) Design and Operation of Emission Control Technology for Incineration

see Waste Management

Atmospheric Sciences

Monday Afternoon

(87) Climate Change: 1. Quantification and Description of the Phenomenon

First of a two part program. This first part investigates global warming, societal impacts, modifications to crop growing seasons and effects on the supply and demand of electricity.

Tuesday Morning

(100) Climate Change: 2. Assessment of Effects on Ecological System

Second of a two part program. This second part assesses possible impacts realized through the scenarios created in part one (87).

Tuesday Afternoon

(44) Measurement and Receptor Modeling of Urban Toxics and Ozone Precursors

Emphasizes the use of ambient measurements and receptor models to identify sources of urban toxic soup and VOCs. Also covers apportionment of the mutagenic potential of aerosol and gas phase organics.

(54) Field Studies of Visibility and Fine Particulates

Reviews the data and results of several major visibility and fine particle measurement studies including SCENES, RESOLVE, EPA's Eastern Visibility Network, National Park Service's Visibility and Fine Particle Network, EPA's PM-10 and Dry Deposition Networks and SCAQS.

(129) Cloud Chemistry

see Acidic Deposition

(151) Measurement, Quality Assurance and Data Analysis of PM-10 and Fine Particulates

Covers: (1) reference equivalent methods; (2) real time measurements; (3) precision and accuracy; (4) collaborative testing; (5) statistical analysis of data, and, (6) computerized data interpretation.

Wednesday Morning

(53) Fine Particle and Optical Measurement Techniques

Presents new measurement techniques for fine particles and new optical techniques for visibility assessment.

(103) Characterization and Prediction of Regional Atmospheric Acidity Episodes

see Acidic Deposition



Wednesday Afternoon

(56A) Economic/Psychophysical Issues and Visibility

First of two sessions which examine the economic value of visibility improvement resulting from emission reductions in the eastern U.S.

Thursday Morning

(49) Recent Developments in Atmospheric Dispersion Modeling

Focuses on recent developments with emphasis on regulatory applications.

(55) Visibility Modeling and Regulatory Issues

Addresses both modeling and regulatory issues concerned with Phase I and regional haze visibility impairment. Topics include forest fire emission and natural conditions, EPA's new fine particle standard and modeling studies.

(56B) Economic/Psychophysical Issues and Visibility

Second of two sessions which examine the economic value of visibility improvement resulting from emission reductions in the eastern U.S.

(101) Chemistry with Measurements of Dry Deposition

see Acidic Deposition

Thursday Afternoon

(57) Urban Haze Characterization

Presents measurements and characterization of urban brown clouds in individual metropolitan areas.

(63) Receptor Model Applications to PM-10 and Fine Particles

Provides for an exchange of information on the development of PM-10 SIPs in areas using CMB and other receptor modeling techniques.

(119) Aerometric Measurements for Evaluating Regional Acid Deposition Models

see Acidic Deposition

Friday Morning

(52) Mesoscale Source Apportionment for Visibility

Deals with the review and application of new techniques for apportioning fine particles and visibility impairment into single sources in areas in the 10-150 kilometer range.

(64) New Developments in Receptor Modeling Methodology

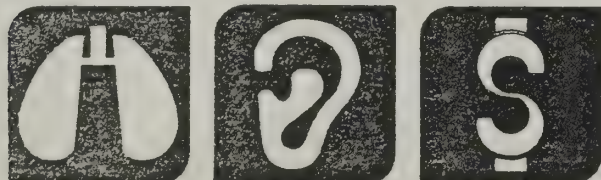
Examines the continuing development of: fractionation in CMB analysis, utility of microscopic data, and new approaches to factor analysis.

Effects

Monday Afternoon

(47) Community Noise: Its Health Effects and Regulations to Control It

Discusses public health effects, ambient noise monitoring, methods to measure noise and other community noise issues.



(78) Toward Standardization of Olfactometry

Presents fundamentals of olfactometry as perceived and practiced in the U.S. and in Europe. Considers measurement methods for ambient and source odors relative to control.

(81) Environmental Dosimetry: Applications of Pharmacokinetics and Biological Markers

see Air Toxics

(87) Climate Change: 1. Quantification and Description of the Phenomenon

see Atmospheric Sciences

(125) Ecological Effects of Air Pollutants

Discusses effects of air pollution and associated stresses on terrestrial ecosystems.

Tuesday Morning

(43) Material Damage from Acids and Ozone

see Ozone

(100) Climate Change: 2. Assessment of Effects on Ecological Systems

see Atmospheric Sciences

(115) Measurement Methods for Human Exposure to Air Toxics

see Air Toxics

(124) An Update of Air Pollution Community Studies

Reviews the results of several critical studies on the health effects of air pollution. Addresses the results' use in criteria documents and standards-settings.

Tuesday Afternoon

(127) Integrated Risk Assessment for Urban and Nonurban Environments

see Air Toxics

Wednesday Morning

(120) Communicating Environmental Risks in the Community

Covers the issues relative to communicating risk under SARA Title III.

(122) Update on the Chronic and Subchronic Health Effects of Ozone

see Ozone

(128) Integrated Risk Assessments for Specific Sources

see Air Toxics

Wednesday Afternoon

(41) Health Significance of Air Toxics from Methanol Fueled Cars

see Air Toxics

(56A) Economic/Psychophysical Issues and Visibility

see Atmospheric Sciences

(69) Crop Response to Ozone and Other Agents

see Ozone

(104) Acid Deposition Damage Estimates and Control Strategy Economics

see Acidic Deposition

(132) The Role of Cost/Benefit in Controlling Air Toxics

see Air Toxics

Thursday Morning

(56B) Economic/Psychophysical Issues and Visibility

see Atmospheric Sciences

Thursday Afternoon

(105) Update on Asbestos and Radon Health Effects

see Indoor Air

(118) Multimedia-Multipollutant Models Applied to Landfills and Resource Recovery

see Waste Management

(121) Issues of the National Ambient Air Quality Standards

see Legal and Regulatory Issues

Legal and Regulatory Issues

Monday Afternoon

(1) Ozone Nonattainment Problems and Control Policy: Long Range Perspectives

see Ozone

(15) Regulation of Hazardous Waste Combustion

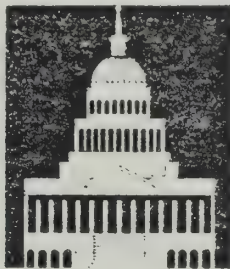
see Waste Management

(34) New Regulatory Initiatives: RCRA in 1988
see Waste Management

Tuesday Morning

(10) Negotiating the Cleanup: CERCLA, RCRA, TSCA
see Waste Management

(32) Ground Water Regulatory and Legislative Update
see Waste Management



Tuesday Afternoon

(30) State Programs for Siting of Hazardous Waste Management Facilities

see Waste Management

(88) NSPS for Industrial Boilers: Present and Future Perspectives

see Control and Operations Technology

Wednesday Morning

(39) Plant Closures and Site Remediation in the Iron and Steel Industry

see Control and Operations Technology

Wednesday Afternoon

(93) Recent Legislative, Regulatory and Judiciary Developments in Air and Waste Management

Covers: (1) the proliferation of differing regulatory approaches by states; (2) the potential for serious constraints to regulator action as a result of recent Supreme Court decisions; (3) the tension between the Clean Air Act and the need to dispose of hazardous wastes and other wastes by incineration, and, (4) barriers to implementing measures necessary to meet the ozone standard.

(94) Agency Policies and Programs

see Indoor Air

(96) Mobile Source Emissions and Air Quality

see Control and Operations Technology

Thursday Morning

(33) Implication of California's Proposition 65

see Waste Management

(55) Visibility Modeling and Regulatory Issues

see Atmospheric Sciences

(97A) Mobile Source Emission Reduction Strategies for the Future

see Control and Operations Technology

(106) Radon Policy and Strategy Implementation

see Indoor Air

(113) Air Toxic Regulatory Policy and Strategy Developments

see Air Toxics

(121) Issues of the National Ambient Air Quality Standards
Provides a forum for representatives from CASAC, industry and state agencies to present perspectives on health and welfare issues generated by NAAQS.

Thursday Afternoon

(97B) Mobile Source Emission Reduction Strategies for the Future

see Control and Operations Technology

(139) Control Strategies for Carbon Monoxide

Discusses transportation planning, mobile source controls, area source emissions, EPA requirements and policies and cold climate issues.

Friday Morning

(138) Negotiation, Not Litigation

Explores alternatives to litigation. Describes alternative dispute resolutions, the successes and pitfalls of such resolutions and actual experiences.

Environmental Management

Monday Afternoon

(1) Ozone Nonattainment Problems and Control Policy: Long Range Perspectives

see Ozone

(3) Underground Storage Tanks

see Waste Management

(35) Waste Management: A Business Decision

see Waste Management

(58) Internationally Shared Experience — Air Pollution

Features the developments in air pollution control from countries other than the U.S. and Canada. Provides an opportunity for international exchange.

(80) Hazardous Waste: Research Needs and Educational Opportunities

Features a panel discussion by representatives of EPA, the Army Corps of Engineers, state agencies, industry and universities.

Tuesday Morning

(79) Technical Training Requirements for Air and Waste Management Programs

Covers the need, availability and cost effectiveness of safety and hazards identification training and the support for advanced, post-BS training.

(136) U.S. - Mexican Border Environmental Issues

Examines environmental, political and socio-economic issues which must be considered to resolve trans-boundary environmental problems.

(147) Assessing and Managing Risks in Communities with Chemical Industry: U.S. and International Experiences

see Air Toxics

Tuesday Afternoon

(8) Hazardous Waste Disposal Options for the 90s

see Waste Management

Wednesday Morning

(39) Plant Closures and Site Remediation in the Iron and Steel Industry

see Control and Operations Technology

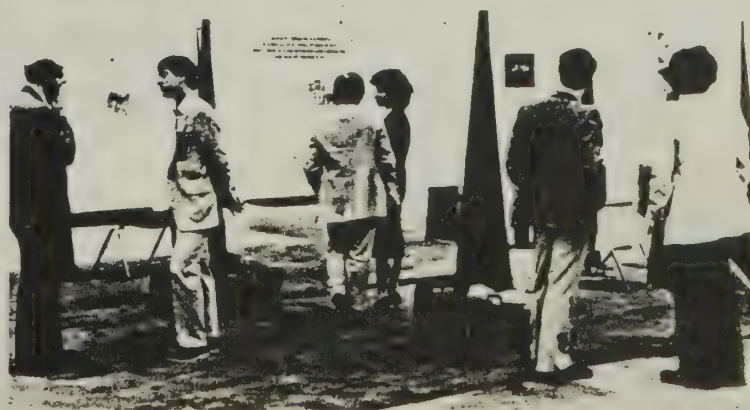
(99) Alternative Vehicle Fuels

see Control and Operations Technology

Wednesday Afternoon

(94) Agency Policies and Programs

see Indoor Air



Thursday Morning

(92) Pollution Control in the Nonferrous Industry
see Control and Operations Technology

Thursday Afternoon

(40) Current Topics in the Nonmetallic Mineral Industries
see Control and Operations Technology

(51A) Microcomputer Applications Including Expert Systems
First of two sessions which highlight new and unusual applications of artificial intelligence, expert systems, animated microcomputer graphics and polling of observing networks.

Friday Morning

(51B) Microcomputer Applications Including Expert Systems
Second of two sessions which highlight new and unusual applications of artificial intelligence, expert systems, animated microcomputer graphics and the polling of observing networks.

Committee Meetings

You can influence the direction and scope of APCA programs by participating in APCA's Council and Committee structure.

More than 80 committees meet during **APCA'88** to discuss the state of the art in specifically chosen areas of environmental expertise and to plan future APCA meetings, seminars, workshops, education courses and publications. These meetings are open to all attendees.

Although dates and times have not yet been set, many of the meetings are being held in the Convention Center. Schedules are posted throughout the week.

These committees are meeting:

Sources

Mobile Combustion
Stationary Combustion
Process Industries
Metallurgical Industries
Fugitive Emissions

Effects

Bio-Medical
Ecological
Economics
Materials
Visibility
Risk Assessment/Management

Control Technology

Particulates & Sulfur Oxides
Gases & Odors

Control Program Administration

Regulations & Standards
Land Use & Transportation Policies
Emission Factors & Inventories
Legal
Receptor/Source Apportionment
Ambient Measurements
Source Measurements
Data Analysis
Moving & Remote Monitoring
Noise

Basic Science & Technology

Particulate
Chemistry
Meteorology
Odor
Interactions with Total Environment
Energy/Environmental Interactions
Waste
Hazardous Waste Treatment & Land Disposal
Thermal Treatment
Solid Waste Treatment & Disposal
Treatment & Disposal of Air Pollution Control Residues
Waste Facility Siting
Air Toxics
Sources & Emission Characterization
Monitoring, Measurement & Analysis
Health & Environmental Effects
Accidental Releases
Policy, Regulation & Strategies
Indoor Air Quality
Health Hazard Assessment
Source Characterization
Building Factors & Ventilation
Monitoring & Modeling
Control & Abatement Methods
Policies, Regulations & Strategies

Ozone

Stratospheric Issues
Control Issues
Vegetation
Health Effects
Atmospheric Processes

Education

Public Education
Higher Education
Continuing Education
Training Aids
Government Programs

Administrative

International Affairs
Marketing
Membership
Public Relations
Canadian Government Affairs
U.S. Government Affairs
Publications
Planning
Annual Meeting Technical Program



Exhibition

The APCA '88 Exhibition offers you the opportunity to personally examine the products and services of the world's leading suppliers of instrumentation, pollution control equipment, waste management services and consulting.

Recognized as the most comprehensive, annual show of its kind in North America, the Exhibition provides you with the most efficient way of evaluating:

- emission and ambient monitoring equipment for criteria and toxic pollutants;
- consulting services for designing, auditing and permitting;
- waste treatment systems including incineration;
- control equipment for criteria pollutants, VOCs and toxic pollutants;
- indoor air and personal monitoring systems;
- computerized control, management and data handling systems;

- education, publishing and other professional associations, and.
 - U.S. EPA and other governmental agencies and departments.
- You may view the Exhibition in the Convention Center:

Tuesday — from 9 a.m. to 6 p.m.

Wednesday — from 9 a.m. to 5:30 p.m.

Thursday — from 9 a.m. to 3 p.m.

To make it easy for you to visit the Exhibition, APCA schedules mid-morning Exhibition-Viewing-Breaks in the Technical Sessions from 9:45 to 10:45 a.m. During these Breaks, you are served complimentary coffee throughout the Exhibition Hall; and, you may visit the Restaurant, also in the Exhibition Hall.

APCA Hosted Cocktail Hour

On Tuesday and Wednesday, you can "unwind" and view the Exhibition during a cocktail hour hosted by APCA.

An open bar and complimentary snacks are available in several locations on Tuesday from 5 to 6 p.m., and on Wednesday from 4:30 to 5:30 p.m.

Children under 18 years of age are not permitted in the Exhibition Hall at any time.



Preliminary List of Exhibitors

(as of February 10, 1988)

A.I.R., Inc.
 AV Projects Inc.
 AeroVironment Inc.
 Airco Industrial Gases
 AirNova, Inc.
 Alphagaz - Specialty Gases
 Div. of Liquid Air Corp.
 Amcec Corp.
 American Academy of Environmental
 Engineers
 American Conference of Govtl.
 Industrial Hygienists
 American Society of Mechanical
 Engineers
 Anarad, Inc.
 Andersen Samplers, Inc.
 Arizona Instrument (AZI) - Jerome Div.
 Astech, Inc.
 Auburn International Inc.
 BCM Engineers
 Barringer
 Bureau of National Affairs
 Byron Instruments

C-E Environmental, Inc.-EMSI
 CAE Instrument Rental
 CH2M Hill
 Calgon Carbon Corp.
 Campbell Scientific, Inc.
 Canadian Applied Technology
 Cermak Peterka Petersen, Inc.
 Chemical Waste Management
 Chromatography Plus Inc.
 Clayton Environmental
 Consultants, Inc.
 Clean Air Engineering, Inc.
 Climatronics Corp.
 Columbia Scientific Industries
 Compur Liaison Office

Dallas Chapter, Texas Society of
 Professional Engineers
 Dames & Moore
 Dasibi Environmental Corp.
 DataChem, Inc.
 Datatest Inc.
 Dynatron, Inc.

EPRI
 ERT, Inc.
 ESE
 ETS, Inc.
 Emco Wheaton Inc.
 Energy Technology Consultants
 Engelhard Corp.
 Engineering-Science
 Entropy Environmentalists
 Enviroics Inc.
 Environmental Systems Corp.
 Environmental Testing & Technologies
 Enviroplan, Inc.
 Envitec '89
 Dusseldorf Trade Shows
 Espey, Huston & Associates
 GMD Engineered Systems, Inc.
 Galson Technical Services
 General Metal Works, Inc.
 W.L. Gore & Associates, Inc.,
 Filtration Products
 Hirt Combustion Engineers
 Hoyt Corp.

Industrial Gas Cleaning Institute, Inc.
Industrial Hygiene News
International Ecology Systems Corp.

KBN Engineering &
Applied Sciences, Inc.
Keystone Environmental Resources, Inc.
Kimre, Inc.

LACE Engineering
Lear Siegler Measurement
Controls Corp.
Lewis Publishers, Inc.

MDA Scientific, Inc.
McIlvaine Co.
Mixer Systems, Inc.
Mobay Corp.
Molytek, Inc.
Monitor Labs
Mullins Environmental Testing Co., Inc.

NAO, Inc.
NAPP, Inc.
National Society of
Professional Engineers
National Specialty Gases-Div. of
Nat'l Welders Supply Co.
Nutech Corp.

Odessa Engineering

Photovac International Inc.
Pollution Engineering
Pollution Equipment News
Process Combustion Corp.

Qualimetrics, Inc.

REECO - Regenerative Env'tl.
Equipment Co, Inc.
RTP Environmental Assoc. Inc.
Radian Corp.
Research-Cottrell, Inc.
Rimbach Publishing Inc.
Rowan Williams Davies & Irwin
D.W. Ryckman & Associates

SKC Inc.
Sampling Technology, Inc.
Science Associates
Scott Environmental Technology, Inc.
Sentex Sensing Technology
Shell Engineering & Associates, Inc.
Solid Waste & Power Magazine
Solutech Corp.
Spectrum Systems, Inc.
Strata Technologies Inc.

TRC Environmental Consultants, Inc.
Tecan U.S.
Technical Heaters Inc.
Tegal Scientific, Inc.
Tekmar Co.
Teledyne Geotech
Terradex Corp.
Texas Ecologists Inc.
Thermo Environmental Instruments Inc.
3M, Industrial Chemicals
Triangle Laboratories, Inc.
Tricil Ltd.
Trinity Consultants, Inc.
Turner Engineering, Inc.

U.S. Environmental Protection Agency
USPCI, Inc.
United McGill

VG Instruments, Inc.
VIA GmbH
VIC Manufacturing Co.
VICI Metronics
Vara International

Wedding & Associates, Inc.
Western Environmental
Services & Testing
Western Research
Westinghouse Electric Corp.
Roy F. Weston, Inc.
Woodward-Clyde Consultants

Otto H. York Co., Inc.
R.M. Young Co.

John Zink Co.

Interested in Exhibiting?

Some booth space may still be available. For information, write or phone:

Daniel R. Stearn
Exhibition Manager
APCA
P. O. Box 2861
Pittsburgh, PA 15230, U.S.A.
Phone: (412) 232-3444

Education Program

You can further your environmental, technical and managerial skills and receive updates on various technical topics by participating in the APCA'88 Education Program.

You may choose from among seven continuing education courses or from among five refresher courses.

A continuing education course focuses on leading edge and basic topics and merits 0.7 to 1.4 Continuing Education Units (CEUs) for the student. They run for either one day or two days. Upon completion, you are eligible for a certificate of attendance indicating the number of CEUs awarded.

A refresher course, a tutorial session two hours in length, provides you with updates on technical topics and applications which may enable you to increase your understanding of the APCA'88 technical proceedings. CEUs are not awarded for these courses.

All courses are held in the Convention Center. The continuing education courses are offered on Saturday, June 18, and Sunday, June 19. The refresher courses are offered from 5:30 to 7:30, Tuesday, June 21.

You may register for both types of courses by using the registration form in this preliminary program. Fees are listed with the description of the courses.

Urban Air Toxics 8:30 a.m. to 5 p.m., Sunday Circle Course 1

Provides you with the methods to identify, investigate and control toxic air pollutants in high risk urban areas. Helps you to gain an understanding of the Federal urban air toxic program in four major areas: emissions inventories; modeling, ambient air toxic monitoring, and risk/exposure assessment.

Outline

1. Overview of the Urban Air Toxics Issue
2. Emission Inventory and Dispersion Modeling
3. Ambient Air Toxic Monitoring
4. Risk and Exposure Assessment
5. Current Mitigation and Future Strategies

Instructor

Karin C.C. Gschwandtner, Pacific Environmental Services, Inc.

Price:

\$340 (APCA Member: \$275)

Remediation Alternatives for Treatment of Hazardous Wastes and Superfund Sites 8:30 a.m. to 5 p.m., Sunday Circle Course 2

Presents you with alternative evaluations including engineering economics for the treatment of sludge, contaminated soils and contaminated surface and ground waters. Focuses on the reduction of waste toxicity, mobility and volume.

Outline

1. Thermal Treatment
2. Biological Treatment

3. Physical/Chemical Treatments
4. Recycle/Reuse

Instructors

Mark McCabe, Norm Alworth, and Randy Kabrick, Remediation Technologies, Inc.

Price

\$340 (APCA Member: \$275)

**Guidelines for Sampling
and Analysis of Indoor Air Quality**

8:30 a.m. to 5 p.m., Sunday
Circle Course 3

Imparts to you the proper development and design of an indoor air quality monitoring program and the evaluation methods for determining pollutants in indoor air. Covers: combustion products, including tobacco smoke; radon and its progeny; organic compounds, including pesticides and fibers (especially asbestos); excess moisture, and inhalable particulates.

Outline

1. Overview
2. Designing a Program
3. Methods of Determination
4. Data Collection and Interpretation

Instructor

William Winberry, Jr., Engineering-Science.

Price

\$340 (APCA Member: \$275)

Hazardous Waste Incineration Systems
8:30 a.m. to 5 p.m., Saturday and Sunday
Circle Course 4

Presents the practical aspects of selecting and operating incineration equipment.

Outline

1. Systems in Use
2. What's New?
3. Basic Combustion Technology
4. Selection Criteria
5. Front End Design
6. Tail End Design
7. Heat Recovery
8. Costs
9. Operating Parameters
10. Maintenance & Construction Materials
11. Trial Burns

Instructor

Joseph Santoleri, Four Nines, Inc.

Price

\$500 (APCA Member: \$435)

Risk Assessment of Toxic Material Releases
8:30 a.m. to 5 p.m., Saturday and Sunday
Circle Course 5

Focuses on how to perform risk assessments. Contains in-class workshops to give students hands-on experience in applying safety and risk assessment methods and in interpreting the results of safety and risk analyses. Covers instances involving SARA Title III issues.

Outline

1. Preliminary Hazards Analysis
2. Frequency Analysis
3. Consequence Analysis
4. Risk Evaluation

Instructor

Dr. G.A. Holton, JBF Associates, Inc.

Price

\$500 (APCA Member: \$435)

**Industrial Control Equipment
for Particulate and Gaseous Pollutants**
8:30 a.m. to 5 p.m., Saturday and Sunday
Circle Course 6

Reviews the design criteria for control equipment and presents you with the underlying principles and mechanisms involved. Covers: cyclones; scrubbers; electrostatic precipitators; fabric filters; packed- and plate-type absorption towers; activated carbon and molecular sieve adsorption columns; condensers, and thermal and catalytic incinerators.

Outline

1. Cyclones
2. Wet Scrubbers
3. Electrostatic Precipitators
4. Fabric Filters
5. Control by Absorption
6. Control by Adsorption
7. Chemical Reactions
8. Specific Applications

Instructors

Dr. Louis Theodore, Manhattan College, and Anthony Buonicore, Buonicore-Cashman Associates, Inc.

Price

\$500 (APCA Member: \$435)

Practical Planning for Toxic Gas Releases
8:30 a.m. to 5 p.m., Saturday and Sunday
Circle Course 7

Teaches you how to prepare technical analyses supporting the plans required by the U.S. SARA Title III, the World Bank Guidelines for Identifying, Analyzing and Controlling Major Hazard Installations in Developing Countries and the European Communities' "Seveso Directive." Features "hands-on" computer practicum (PC versions of DEGADIS, INPUFF, SPILLS, and others).

Outline

1. Requirements for Release Planning
2. Description of Turbulence
3. Gaussian Equations
4. Dispersion Coefficients
5. Building Wakes
6. Screening Analyses
7. Probability of Release Scenarios
8. Meteorological Data
9. Probabilistic Risk Analysis
10. Computer Practicum

Instructors

Richard Schulze and John Hoffman, Trinity Consultants, Inc.

Price

\$500 (APCA Member: \$435)

**Current Perspectives in
Continuous Emissions Monitoring**
5:30 to 7:30 p.m., Tuesday
Circle R1

Lecturer

James Jahnke, Northrop Services, Inc.

Presents you with an insight into new techniques and new applications in the field of continuous emission monitoring. Provides you with an overview of agency regulatory positions and quality assurance programs.

Price

\$45 (APCA Member: \$35)

**Design and Current Status of
Dry Scrubbing Systems Including
Applications to MSW Incinerators**
5:30 to 7:30 p.m., Tuesday
Circle R2

Lecturer

Paul Farber, Argonne National Laboratory

Provides you with the history and status of both spray-drying and dry-injection systems for emissions control in the U.S. Includes applications to MSW incinerators. Teaches you how to specify these systems.

Price

\$45 (APCA Member: \$35)

**Toxic Emissions from
Hazardous Waste Site Clean-up**
5:30 to 7:30 p.m., Tuesday
Circle R3

Lecturer

Thomas Shen, New York State Department of Environmental Conservation

Provides you with a knowledge of toxic emission predictive models for ambient air quality assessment. You should have a general knowledge of organic chemistry and hazardous waste characteristics. A calculator would be helpful.

Price

\$45 (APCA Member: \$35)



**Introduction to Dispersion Modeling
of Hazardous Releases**
5:30 to 7:30 p.m., Tuesday
Circle R4

Lecturer

Ashok Kumar, P.E. Associates

Familiarizes you with: components of a hazardous release model; data requirements to run a model; interpretation and analysis of model results, and use of personal computers.

Price

\$45 (APCA Member: \$35)

**Current Perspectives
of Environmental Auditing**
5:30 to 7:30 p.m., Tuesday
Circle R5

Lecturer

John Palmisano, AER*X Division, RMT, Inc.

Provides you with auditing activities and management practices designed to assure good compliance outcomes, to reduce liability and to minimize the likelihood of accidents resulting in environmental, health or safety damages.

Price

\$45 (APCA Member: \$35)

Support Programs

Technical Tours

APCA'88 attendees may view the actual operation of plants, systems and equipment by touring any of four facilities.

Tour A - Chaparral Steel Company Plant

Tuesday, June 21 — 8:30 a.m. to 1:00 p.m.

This steel production facility features two 150 ton ultra high powered electric arc furnaces with fourth hole emission controls and canopy hood systems. The canopy hood and fourth hole systems are exhausted to two baghouses (400,000 acfm, reverse air and 700,000 acfm, pulse jet). A third baghouse (600,000 acfm, reverse air) is being installed and is scheduled to begin operation in early July 1988.

Safety equipment is provided for the tour. Please dress comfortably.

Tour B - General Motors Corporation

Tuesday, June 21 — 12 noon to 5 p.m.

This tour features an assembly line and a 500,000 acfm incinerator used for control of paint spray booth emissions. The assembly line includes in-paint rail parts delivery operations, robot welding and general assembly operations.

Please dress comfortably (close-toed shoes, no heels); and, be prepared for a one to two hour walk through the plant facilities. Cameras and glassware are not allowed.

Tour C - Same as B

Wednesday, June 22 — 8 a.m. to 1 p.m.

Tour D - Waxahachie and Cleburne Municipal Solid Waste Incinerators

Wednesday, June 22 — 12 noon to 5 p.m.

The Waxahachie MSW incineration facility features two, 25-tons-per-day, modular incineration units. The incinerators burn natural gas and utilize secondary burners for emissions control. The facility is also equipped with a 15,000-pounds-per-hour, heat recovery boiler which is used to produce steam for sale to area industries.

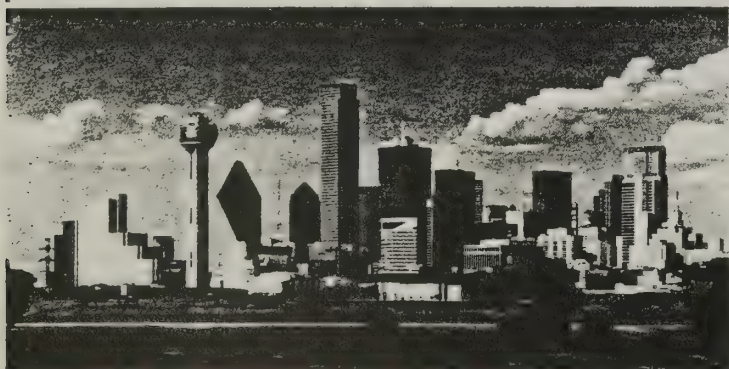
The Cleburne MSW incinerator features three independent furnaces with a combined capacity of 115 tons per day. The continuous-feed, refractory-lined furnaces utilize natural gas for start-up and combustion control. Waste handling is done by using an overhead grapple. The facility is equipped with a shredder to reduce oversized materials. The operators are planning an additional waste-heat-recovery, steam generator for power and steam sales.

Tour E - TU Electric Monticello Steam Electric Station

Thursday, June 23 — 8 a.m. to 5 p.m.

Monticello SES is a three-unit, lignite-fired, mine-mouth power plant with a total nameplate capacity of 1900 megawatts. The tour begins with a review of mining and reclamation operations at one of the three area surface mines. The remainder of the tour covers the power plant, its air pollution control equipment, fuel and ash handling equipment, and on-site solid waste disposal area. Air pollution controls at Monticello include some of the largest electrostatic precipitators, fabric baghouses, and wet flue gas scrubbers in use in the electric utility industry.

Please dress comfortably. Necessary safety equipment is provided.



Tickets

Tickets are available in the Registration Area of the Convention Center beginning Monday, June 20. Cost is \$10 per ticket. A reservation and tour ticket are required for all tours.

A maximum of 100 tickets are available for tour E during which lunch and refreshments are provided at no additional cost. For the other tours, a maximum of 50 tickets per tour are available on a first-come, first-served basis.

Spouses' Program

A century ago, Dallas was a trading post for cowboys herding Texas longhorns along the dusty Chisholm Trail. Today, it is a vibrant, bustling cosmopolitan center — home to Neiman-Marcus, the National Football League Dallas Cowboys and television-soap "Dallas" Southfork Ranch.

Temperatures in June range from the low 70s to the low 90s.

Each morning, Monday through Thursday, a complimentary continental breakfast is served in the Spouses' Hospitality Room in the Hilton Hotel.

Monday, June 20

10:30 - 11:30 a.m. — "Welcome to Dallas" Presentation

A city tour guide provides you with an overview of Dallas' colorful past and present, and with ideas of what to see and do, as well as where to shop and dine.

1 p.m. to 4 p.m. — "Discover Dallas" Tour

Downtown Dallas, its landmarks and points of interest familiarize you with the city.

By bus, you visit the Kennedy Memorial, Thanksgiving Square, City Hall, the Reunion Project, Farmers' Market, and historical Fair Park. At the West End Market Place, you stroll through a fascinating array of shops and kiosks in a renovated historic building.

Your second stop, the Informart, offers a peek into Dallas' future in the high-tech industry.

To finish the tour, you drive through the Southern Methodist University campus and surrounding, residential Turtle Creek.

Tuesday, June 21

8:30 a.m. to 9:30 a.m. — "Technical Program," Hilton Hotel Hospitality Room

The specially planned Spouses' Technical Program features these panel discussions:

"Alternatives and Perceived Problems Associated with Disposal of Solid Residential and Commercial Wastes" — by Paul T. Mydler, Director of Special Projects, Bi-State Development Agency.

"Problems of Hazardous and Toxic Waste and the Consumer" — by Dr. Louis R. Roberts, PhD, President, L.R. Roberts Engineering.

"Industrial Waste: What is Being Done to Reduce It?" — by Karen Shewbact, Manager, Environmental Department, Dow Chemical.

10 a.m. to 3 p.m. — "The Magnificent Homes of Dallas" Tour

Spy on the lifestyles and magnificent homes of legendary Dallas residents. Each stop has been selected for its unique qualities: decor, architecture or private collections.

After the tour, you are treated to lunch at the S&S Restaurant, a favorite among Dallas residents.

Wednesday, June 22

10 a.m. to 3 p.m. "Galleria Shopping Spree" Tour

This tour whisks you to the fabulous Galleria.

You can browse and buy to your heart's content at the hundreds of wonderful shops and department stores housed in the gorgeous pink granite and glass facility. Shops you won't want to miss include Saks Fifth Avenue, Marshall Field's, Macy's, Tiffany's, Gump's, Elizabeth Arden and Laura Ashley, to name just a few.

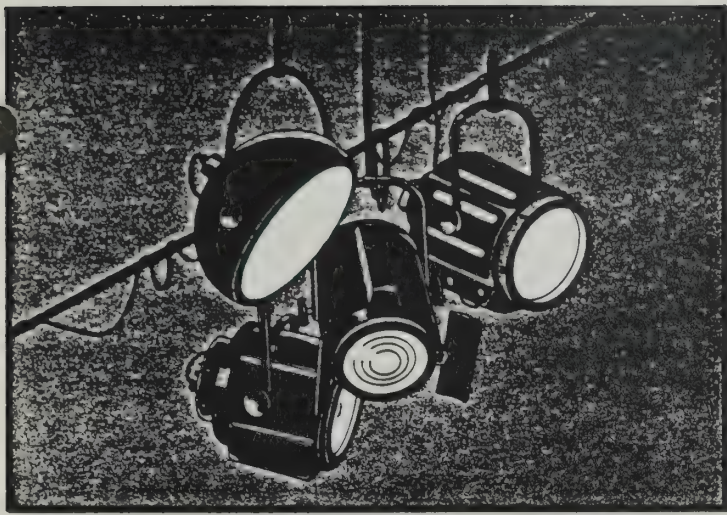
Thursday, June 23

9 a.m. to 12:30 p.m. — "You Choose"

Tour A — "Where the West Begins"

The legendary Old West is alive and well in neighboring Fort Worth. This nostalgia-filled tour helps you relive those days.

You travel to "Cowtown" aboard specially-chartered "rolling stock," while trail hands entertain you with historical anecdotes.



Your first stop is the infamous North Side, once a favorite for notorious outlaws. There, you can mosey down wooden sidewalks, shoot the breeze with real cowboys and browse through Western stores full of handmade trade goods.

Then, you visit the Kimbell Museum and the Amon Carter Museum of Western Art, which offer collections by renowned artists Charles Russell and Frederic Remington.

Tour B — "Dallas Arts and Antiques"

For those spouses who prefer their culture a little less rugged, the Dallas Museum of Art and its recently acquired Reves Collection highlight this tour. The collection features a replica of the South-of-France Villa of Wendy and Emery Reves.

You also visit the museum's permanent collection of contemporary art and sculpture: priceless masterpieces from the Renaissance, Impressionist, and Post-Impressionist periods.

On the way back to the hotel, you can explore the Vineyard area of Dallas, blossoming with charming shops and galleries. At a restored Victorian home, you are treated to refreshments.

Student Program

Monday Evening

The first event in the APCA'88 Student Program is the Monday reception, 5:30 p.m., June 20, in the Hyatt Regency Hotel. There, students have the opportunity to meet and talk with professionals in the fields of air and waste management and with other students.

Thursday

Students may tour, at no charge, a lignite-fired, electrical generating plant operated by Texas Utilities. The tour runs from 8 a.m. to 5 p.m. While en route by bus, students may seek the advice of a counselor providing free, career tutorial services.

SF
SOUTHFORK RANCH



Tuesday Afternoon

As part of the APCA'88 Technical Program, a special poster session for student papers is held 1 to 4 p.m., Tuesday, June 21, in the Exhibition Hall. Cash prizes are awarded for all presentations.

Students interested in presenting papers should contact Dr. George W. Crawford, Physics Department, Southern Methodist University, Dallas, TX, 75275; (214) 692-2498.

Papers must be submitted not later than May 1.

Dr. Crawford requests that APCA Sections and APCA academic members encourage students to submit papers.

Student Housing

During APCA'88, students may room at Southern Methodist University at \$15 per day per person, double occupancy, and \$20 per day, single occupancy.

Students should make reservations directly with: Housing and Conference Coordinator Office, Southern Methodist University, Dallas, TX 75275.

Social Events

Welcoming Reception and Mixer

APCA'88 begins with the traditional Sunday evening Welcoming Reception and Mixer. You can renew old friendships and make new acquaintances from 6 to 8 p.m., June 19, in the Reunion Ballroom at the Hyatt Regency Hotel. You are admitted only if you have a registration badge, available from the Registration Area in the Convention Center.

President's Luncheon

Milton Feldstein, APCA President, delivers the annual "state of the association address" during a noon luncheon, Monday, June 20, in the Parquet Ballroom of the Convention Center. President Feldstein also presides over the presentation of APCA Awards.

Admission is by ticket only. Tickets are included in the price of a Full Registration (see Registrations & Fees), or may be purchased for \$20 by using the registration form in this program.

A cash bar, beginning at 11:15 a.m., precedes the luncheon.

An Evening at Southfork

This year's special, social event is "An Evening at Southfork." Festivities begin at 6 p.m., Wednesday, June 22, at the ranch where scenes for the television series "Dallas" are filmed.

Attendees may have cocktails on the deck of an active oil rig. Following cocktails, attendees are treated to a Western barbecue.

Admission is by ticket only. Tickets may be purchased for \$45 by using the registration form.

Free bus transportation to and from the ranch is provided.

Closing Mixer

This year, the traditional Annual Banquet has been replaced by a Closing Mixer or Reception. It gets underway at 6:30 p.m., Thursday, June 23, in the Grand Ballroom of the Hilton Hotel. Here, you have a last opportunity to say good-bye to long-time friends and newly met colleagues and to make plans for the coming APCA year.

You are admitted only if you have a registration badge, available from the Registration Area in the Convention Center.



Support Services

Preprints

Preprints, copies of the technical presentations, are available for sale beginning 9 a.m., Sunday, June 19, at the APCA Preprints and Publications Booth in the Exhibition Hall. There, most of the technical papers delivered during the sessions are available in limited quantities.

Each copy costs \$2.50.

If quantities of a paper are depleted during APCA'88, orders for subsequent mail delivery will be accepted. Orders are not accepted prior to the Meeting. After the Meeting, preprints are available for approximately \$5 each for members and \$7.50 for nonmembers. A written request and prepayment in U.S. Funds is required.

APCA Publications and video tapes are also on sale at this booth.

Job Placement Service

A job matching and referral service is operated by APCA in conjunction with Texas Employment Commission at the APCA'88 Job Placement Center in the Convention Center. Hours of operation are:

Monday, June 20 — 2 to 5 p.m.

Tuesday through Thursday, June 21-23 — 8:30 a.m. to 5 p.m.

Friday, June 24 — 8:30 a.m. to 12 noon

The placement service arranges meetings between applicants and employers by matching employer job orders with applications submitted by individuals in the fields of air and waste management.

Prospective applicants and employers are invited to participate in this placement service.

If you wish to use the service onsite, you must register for APCA'88. Professional Application Forms for applicants' use and Professional Order Forms for employers' use are available by writing: APCA, Job Placement Service, P.O. Box 2861, Pittsburgh, PA, 15230.

You must register at the Job Placement Center and receive your assigned identification number.

Note: This is NOT a confidential placement service.

Message Center and Host Booth

The Message Center and Host Booth is located in the Convention Center. Its hours of operation are:

Sunday, June 19 — 1 to 5 p.m.

Monday & Thursday, June 20 & 23 — 8 a.m. to 5 p.m.

Tuesday & Wednesday, June 21 & 22 — 8 a.m. to 6 p.m.

Friday, June 24 — 8 a.m. to 12 noon

Information about Dallas area restaurants, events and attractions is available at the Host Booth.

To reserve seating for "An Evening at Southfork," you must bring your ticket to

the Host Booth. Seats are assigned on a first-come, first-served basis.

The Message Center Phone Number is: (214) 658-7116.

Postal Service

APCA'88 provides a postal substation to purchase postage and mail letters near the Registration Area in the Exhibition Hall. The substation is open:

Ancillary Events

AAEE Luncheon

The American Academy of Environmental Engineers (AAEE) holds its annual luncheon at 12 noon, Tuesday, June 21, in the Convention Center.

The program includes:

- presentations by the recipients of the "Excellence in Environmental Engineering Awards," and,
- three presentations focusing on environmental engineering in the fields of air and waste management.

Tickets are \$20 and may be purchased by using the registration form in this program or onsite at the Registration Area in the Convention Center.

Hotels & Transportation

Air Fares

Discount air fares are available.

You can save both time and money when you travel by air to and from APCA'88, because APCA has contracted with Rosenbluth Travel Agency, Inc., to provide special air fares.

To take advantage of this contractual arrangement, you should:

- telephone Rosenbluth at 1-800-523-9512 (or in Pennsylvania: 215-567-1161), and,
- identify yourself as an "APCA'88 Annual Meeting Attendee."

The agent can assist you in arranging the most economical flights available to Dallas.

The official APCA'88 carrier, American Airlines, is offering a "Super Discount."

- 45% off Coach Class fare round-trip, or,
- 5% off the lowest applicable fare. (Restrictions may apply.)

Canadian attendees: A special rate of 30% off coach fare or the lowest applicable fare applies.

If you do not fly out of a city which American services, you may still take advantage of these arrangements since Rosenbluth has preferred status with United, Pan Am, Delta, USAir and Eastern Airlines.

Rosenbluth accepts payment by credit card or check.

Monday, June 20 — 1 to 4:30 p.m.

Tuesday through Thursday, June 21-23 — 9 a.m. to 4:30 p.m.

Friday, June 24 — 9 a.m. to 12 noon.

Information

APCA staff members are available during APCA'88 to answer any questions attendees may have concerning the Association or the Meeting.

Any questions you may have prior to the Meeting should be directed to: Lisa Zavacky, APCA, P.O. Box 2861, Pittsburgh, PA, 15230; (412) 232-3444.

Anyone interested in making nominations for the "Excellence in Environmental Engineering Awards" should contact the Academy at (301) 266-3311.

Elected Officials Workshop

"A Rational Approach to the Control of Toxics," is scheduled for 10 a.m., Wednesday, June 22, in the Convention Center. Sponsored by the Bay Area Air Quality Management District (BAAQMD), San Francisco, this workshop enables local, elected officials to discuss monitoring and control strategy programs for toxic air contaminants in the ambient air.

BAAQMD is recognized as a pioneer in this field.

Transportation to Hotel

Downtown Dallas is approximately 20 miles or a 25-minute ride from the Dallas/Forth Worth International Airport.

There are three transportation services available into Dallas from the airport:

- airport bus services, every half hour — 25 passengers per bus — \$8;
- taxi services — approximately \$20, and,
- courtesy cars — the GreenLeaf is the only hotel with courtesy cars available.

Hotel Accommodations

To take advantage of the special convention rates arranged for APCA'88, you may select from among three Dallas hotels: the Hyatt Regency — Dallas, the Dallas Hilton and the GreenLeaf Hotel.

Locations and rates are shown below.

The deadline for reservations is May 27, 1988. After that date, the listed hotel rates cannot be guaranteed.

Shuttle Service

To get to the Convention Center from your hotel, you may use the APCA'88 Shuttle Service.

The service is provided only from and to the Hyatt and the Hilton since the GreenLeaf is merely one block from the Convention Center.



APCA '88 Local Host and Arrangements Committee

Chairman

Vittorio K. Argento
University of Texas

Technical Program

James H. Price
Texas Air Control Board

Jerry Crowder

University of Texas

Food & Entertainment

Robert E. Egan
Climatron Corporation

Dick Thompson

University of Texas

Protocol

Fred Barnes
Dallas Department of Health
and Human Services

Student Program

George Crawford
Southern Methodist
University

Monitors & Facilities

Lonnie Carethers
Irving Environmental
Health Department

Host & Message Center, Tours & Transportation

Paul Coon
Texas Utilities Generating
Company

Public Relations

Carol Derge
Sardars & Wynne

Spouses' Program

Virginia Smith
ICF Technology

APCA Southwest Section Chairman

Richard Schulze
Trinity Consultants

(Please turn page for Hotel Reservation Form and Advance Registration Form)

APCA'88 Hotel Reservation Form

Mail to:
APCA Housing Bureau
c/o The Dallas Convention &
Visitors Bureau
1201 Elm - Suite 2000
Dallas - TX 75270

Hotel Room Rates Escalate for Registrations Made after May 27, 1988

Instructions:

- Please print or type to insure accuracy.
- All confirmations are sent to the individual listed immediately below
- To assure confirmation and listed room rates, this form must be received at the APCA Housing Bureau before May 27, 1988.

NAME

COMPANY

ADDRESS

CITY

STATE/PROV. POSTAL CODE

COUNTRY

PHONE

Hotel:

1st Choice

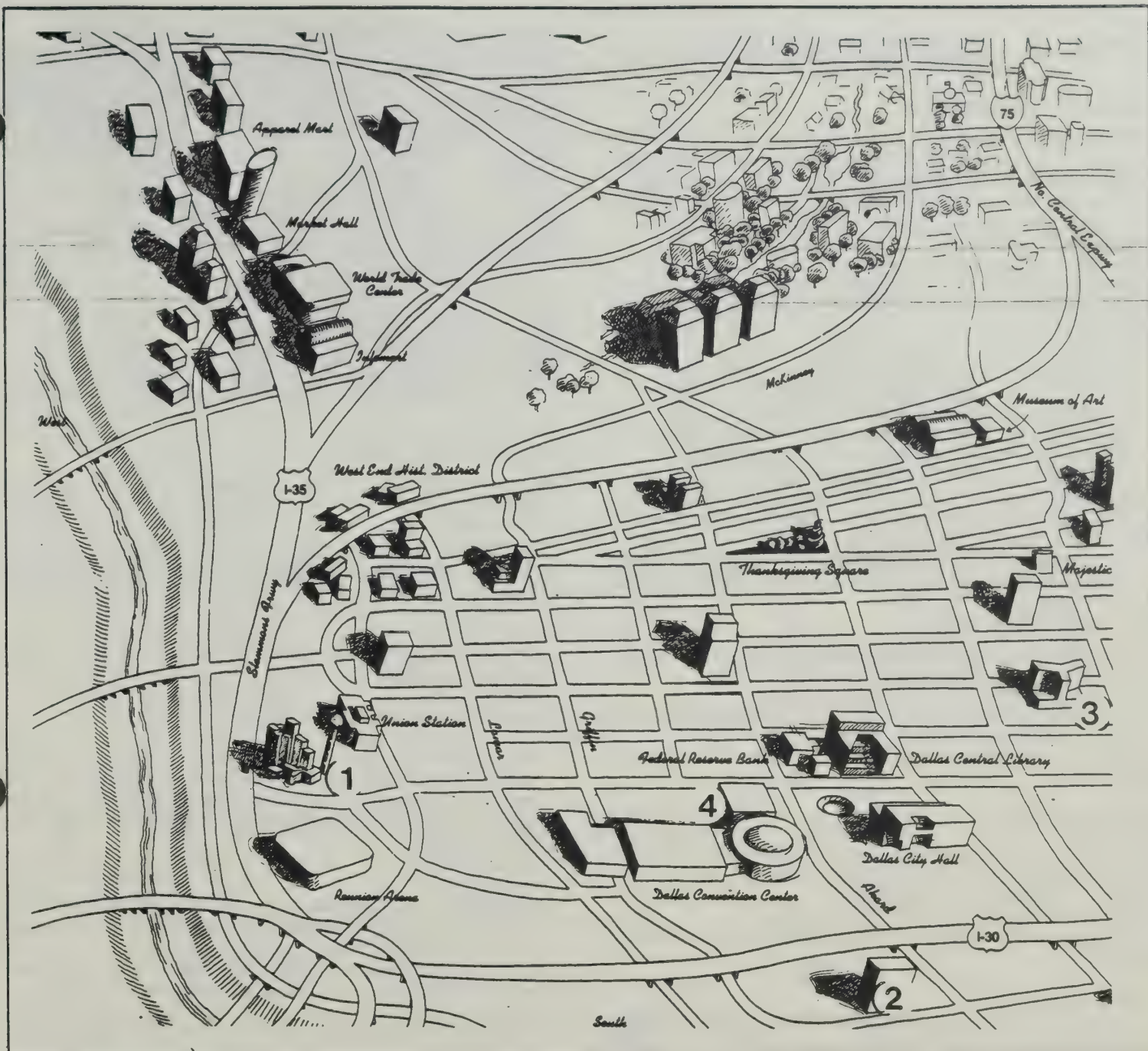
2nd Choice

Instructions:

- Print or type last name first.
- Print or type names of all persons occupying each room.
- Select type of room desired and list arrival and departure dates
- Supplemental list for additional rooms must use same format

GUEST NAME/S (Print last name first)			
ROOM NO. 1	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____
	2		ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM (Check One)
	3		NOTE: ROOM WILL NOT BE HELD AFTER 6 PM UNLESS PAYMENT IS GUARANTEED FOR FIRST NIGHT. HOTEL MAY REQUIRE DEPOSIT.
	4		
ROOM NO. 2	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____
	2		ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM (Check One)
	3		NOTE: ROOM WILL NOT BE HELD AFTER 6 PM UNLESS PAYMENT IS GUARANTEED FOR FIRST NIGHT. HOTEL MAY REQUIRE DEPOSIT.
	4		
ROOM NO. 3	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____
	2		ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM (Check One)
	3		NOTE: ROOM WILL NOT BE HELD AFTER 6 PM UNLESS PAYMENT IS GUARANTEED FOR FIRST NIGHT. HOTEL MAY REQUIRE DEPOSIT.
	4		

IMPORTANT: Hotel locations and rates are shown on the following page. DO NOT SEND DEPOSITS WITH RESERVATIONS. The Housing Bureau processes all reservation forms in the order in which they are received. An acknowledgement will be sent directly from the Housing Bureau upon receipt of your form. Confirmations come directly from the Hotel. Allow at least 2 weeks for confirmations. Phone the Hotel to make changes or cancellations after you receive your confirmation. The Housing Bureau will direct phone reservations to the available Hotels after May 27, 1988. The Housing Bureau phone number is 800-972-1029.



Legend

1. Hyatt Regency Hotel (Site of Opening Mixer and Councils, International and Student Receptions)
2. GreenLeaf Hotel
3. Dallas Hilton Hotel (Site of Closing Mixer and Spouses' Hospitality)
4. Dallas Convention Center (Site of Courses, Technical Sessions, Exhibition, Committee Meetings, etc.)

Room Rates

	Hyatt Hotel*	Greenleaf Hotel*	Hilton Hotel
Single	\$73	\$65	\$61
Double/Twin	\$83	\$65	\$61
*Government (Rooms are Limited)	\$65	\$50	—

Fees & Registrations

Advance Registration

You can save both time and money by registering for APCA'88 now. For most types of registration, your cost of advance registration is \$60 less than onsite registration. If you register in advance, you can pick up your badge and other meeting materials at the Registration Area in the Convention Center and be on your way, instead of waiting in line to register.

Advance registrations must be received by June 6, 1988.

To register in advance, you should complete the registration form in this program and mail it with your payment (U.S. funds only) to:

APCA'88
P.O. Box 2861
Pittsburgh, PA 15230

The registration form may also be used to:

- register for all continuing education and refresher courses;
- purchase tickets for any social or ancillary event;
- pay APCA dues (APCA Members only), and,
- become a member of APCA from July 1, 1988, through April 30, 1989, at no additional cost by checking the appropriate box on the form (nonmembers only).

If you plan to attend a continuing education or refresher course, you should register now as attendance at the courses is limited.

Onsite Registration

You may register onsite at the Registration Area in the Convention Center. You can do this on:

Sunday, June 19 — from 9 a.m. to 7 p.m.

Monday to Thursday, June 20-23 — from 7:15 a.m. to 5 p.m.

Friday, June 24 — from 7:15 to 10 a.m.

(Please note that there is an increase in fees for all onsite registration).

Refund Policy

Refund requests are honored only if they are submitted in writing and postmarked by the following dates:

June 10 - full refund of amount paid.

June 17 - refund of one-half amount paid.

After June 17, NO REFUNDS WILL BE GRANTED FOR ANY REASON.



Registration Fees

Full Registration	Advance	Onsite
APCA Member	\$185	\$245
with dues	\$255	\$315
Nonmember	\$250	\$310

(Full Registration includes admission to the Sunday Welcoming Reception, to all Technical Sessions, the Exhibition, Monday President's Luncheon and the Thursday Closing Mixer).

Spouses' Registration	\$125	\$150
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(Spouses' Registration includes admission to all Spouses Program events, the Sunday Welcoming Reception and the Thursday Closing Mixer).

Student Registration		
APCA Member	\$ 25	\$ 35
Nonmembers	\$ 40	\$ 50

(Student Registration includes admission to all Technical Sessions, the Exhibition, the Student Reception and to the Opening and Closing Mixers. Student ID is required to register).

Daily Registration		
APCA Member	\$ 60	\$ 70
Nonmember	\$ 70	\$ 80

(Daily Registration includes admission to the Sunday Welcoming Reception, the Thursday Closing Mixer, Technical Sessions and the Exhibition during the day chosen).

Note: Daily registrants may also purchase tickets for the President's Luncheon and the Evening at Southfork.

Exhibition Only	—	\$ 10
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(Exhibition Only includes admission to the Exhibition during the day chosen. There is no advance registration available).

Media Registration

Attendees representing the various media may register in the Media Room in the Convention Center:

Sunday, June 19 — from 1 to 5 p.m.

Monday through Thursday, June 20-23 — from 8 a.m. to 5 p.m.

Friday, June 24 — from 8 to 10 a.m.

Working media credentials are required for this complimentary registration.

In the Media Room, information about APCA'88, APCA and all ancillary events and assistance in scheduling author interviews are available.

Authors

All authors delivering presentations during the APCA'88 Technical Program **MUST REGISTER AND PAY AT LEAST A DAILY REGISTRATION FEE** to obtain a badge for entry before proceeding to their respective sessions.

Authors, on the day of their presentations, should attend the Authors' Complimentary Breakfast at 7:30 a.m. in the Cafeteria Area of the Convention Center. At this Breakfast, authors' ribbons are issued and last minute arrangements are discussed.



APCA'88 Advance Registration Form

This form must be received not later than June 6, 1988, for registration rates to apply.

Mail to: APCA'88, P.O. Box 2861, Pittsburgh, PA 15230

Refund Policy: Refunds will be granted if submitted in writing to the above address and postmarked before the following dates — June 10 - full refund; June 17 - 50% of amount paid; after June 17 - **ABSOLUTELY NO REFUNDS GRANTED FOR ANY REASON.**

Affix label, if correct, from back cover. If label is incorrect, please print legibly allowing one letter per box.

My company's principal type of business is (select only one):

Name																			
Title																			
Affiliation																			
Address																			
City, State										Postal Code									
Phone																			

- | | | |
|---|---|---|
| 1. Architecture-
Engineering | 14. Environment
Canada | 24. Other
Transportation |
| 2. Cement/Glass/
Nonmetallic
Minerals | 15. Other | 25. Nonferrous
Metals |
| 3. Chemicals | 16. Iron & Steel | 26. Petroleum |
| 4. Consulting | 17. Legal | 27. Pharmaceuticals |
| 5. Education | 18. Medical | 28. Pollution Control
Construction |
| 6. Food/Beverages | 19. Instrumentation | 29. Printing/
Publishing |
| 7. Foundries | 20. Air Pollution
Control
Equipment | 30. Pulp & Paper |
| 8. General
Manufacturing
or Fabricating | 21. Water Pollution
Control
Equipment | 31. Research |
| Government Agency | 22. Mining/Gas
Products | 32. Smelting/
Refining |
| 9. Local | 23. Motor Vehicles
(autos & trucks) | 33. Waste or Hazard-
ous Waste Han-
dling or Disposal |
| 10. Regional | | Utility |
| 11. State | | 34. Electric |
| 12. Provincial | | 35. Gas |
| 13. U.S. EPA | | 36. Other |

Full Registration (select one)

(includes admission to all technical sessions, the Mixers, the Luncheon, the Exhibition)

- | | | |
|--------------------------------------|--------------|----------|
| <input type="checkbox"/> APCA Member | \$185 | \$ _____ |
| <input type="checkbox"/> with dues | \$260 | |
| <input type="checkbox"/> Nonmember | \$250 | |

Daily Registration (select day[s] desired)

(includes admission to the Mixers and technical sessions and Exhibition on day[s] specified)

- | | | |
|--------------------------------------|--------------|----------|
| <input type="checkbox"/> APCA Member | \$ 60 | \$ _____ |
| <input type="checkbox"/> Nonmember | \$ 70 | |

Spouse Registration

(includes admission to all Spouses' Program activities and the Mixers)

Name _____ **\$125**

Specify which Thursday tour is preferred (see Program for details)

- ☐ Tour A ☐ Tour B

Student Registration

(includes admission to technical sessions, the Exhibition and the Mixers)

- | | | |
|--------------------------------------|--------------|----------|
| <input type="checkbox"/> APCA Member | \$ 25 | \$ _____ |
| <input type="checkbox"/> Nonmember | \$ 40 | |

Special Events Tickets

President's Luncheon Tickets	\$20 each	# _____	\$ _____
Evening at Southfork	\$45 each	# _____	
AAEE Luncheon	\$20 each	# _____	

Continuing Education Courses (circle choice)

APCA Member	\$275	APCA Member	\$435
Nonmember	\$340	Nonmember	\$500
Course 1 2 3		Course 4 5 6 7	

Refresher Courses (select one)

APCA Member	\$35	\$ _____
Nonmember	\$45	

R1 R2 R3 R4 R5

Total amount paid

Phone number _____

(APCA requires your phone number to insure prepared badges are correct and in case of cancellation of courses).

Signature _____

Date _____

First Time Attending Meeting? ☐ Yes ☐ No

DID YOU REMEMBER TO:

- **Affix your preaddressed label or enter your name and mailing address in the boxes provided?**
 - **Provide us with the name of your spouse if attending?**
 - **Provide us with your phone number?**
 - **Sign the form?**
 - **Enter the total amount paid?**
 - **Enclose your check (APCA will not honor forms without prepayment)?**
-

APCA'88
P.O. Box 2861
Pittsburgh, PA 15230

Nonprofit Org.
U.S Postage
PAID
Pittsburgh, PA
Permit No. 324

Attention Mail Room Personnel—If
addressee is no longer employed by your com-
pany, please forward to appropriate person.

FOR ACTION

29(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 11
COMM FILE: TEC-55-88
DEPT FILE:

SUBJECT:

Intersection of Balmoral Avenue North and Dunsmure Road - Intersection Control.

RECOMMENDATION

That no action be taken on the request for four-way stop control at the intersection of Balmoral Avenue North and Dunsmure Road.

Murray J. Main

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

The installation of an additional stop sign on Balmoral Avenue North at Dunsmure Road would result in increased motor vehicle operating costs of approximately \$17,700 annually.

BACKGROUND

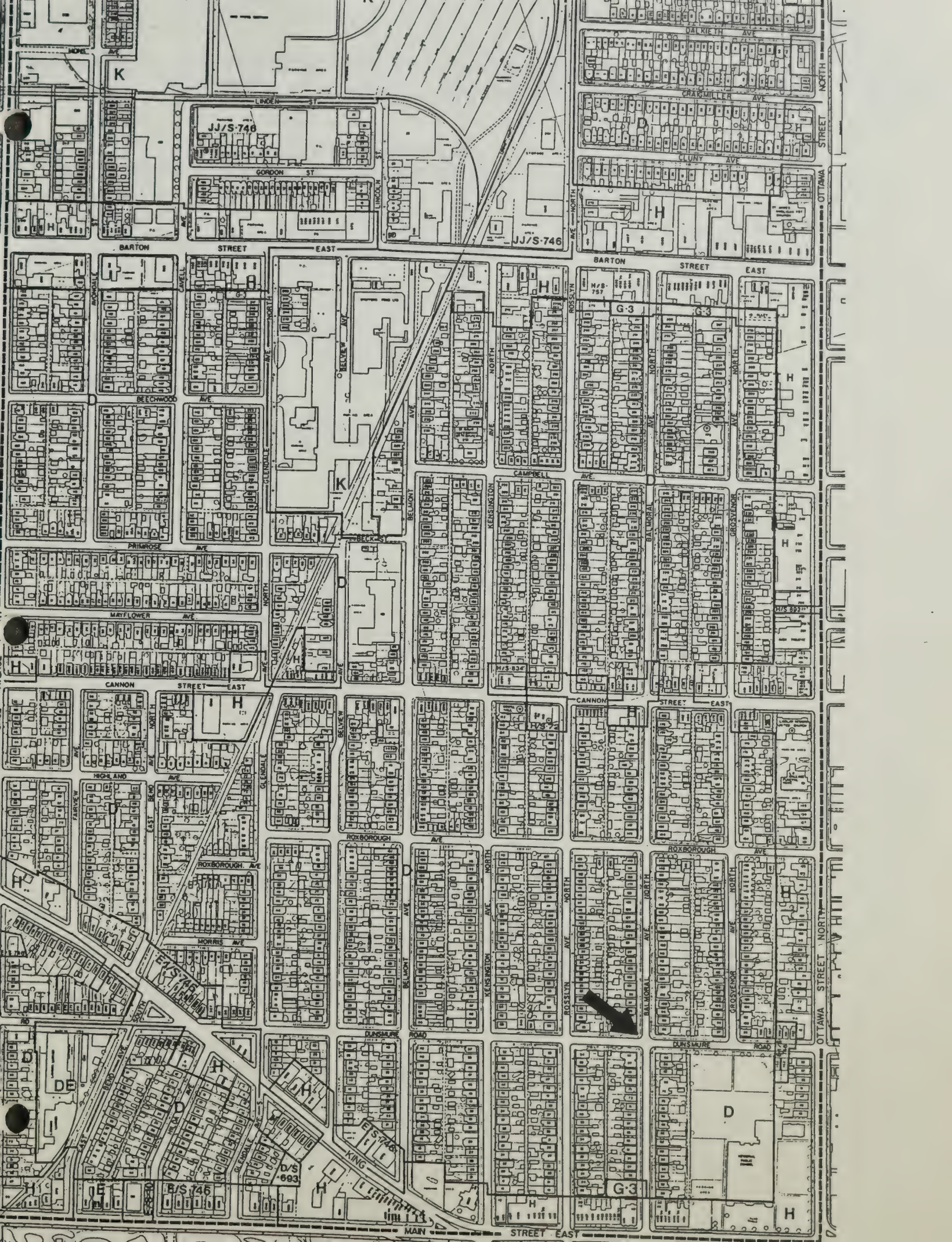
Alderman Brian Hinkley has advised of a petition requesting that four-way stop control be implemented at the intersection of Balmoral Avenue North and Dunsmure Road and has requested that this matter be forwarded to the Transport and Environment Committee for consideration. Alderman Hinkley has not advised of any specific concerns related to operation of this intersection. However, the Traffic Department has investigated this request, and wishes to report as follows:

Presently, eastbound and westbound traffic on Dunsmure is required to stop for northbound and southbound traffic on Balmoral, and a Traffic Department investigation has determined that the existing stop signs are well located and readily visible. Corner clearances were implemented in 1979 to improve conditions at this intersection, and the accident record has improved to less than one accident per year in the last 6 1/2 years. This is not an abnormal accident for this type of intersection.

Traffic on Balmoral presently stops at 4 out of 6 intersections in the 3300 foot section of street (.63 miles) between Barton and Main. Traffic on Balmoral presently stops at Main and at Roxborough, approximately 600 feet to the north and south of Dunsmure, and we would consider an additional stop on Balmoral at Dunsmure to be over-restrictive and unnecessary.

The Traffic Department uses certain criteria to determine when all direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

In view of the above, the Traffic Department cannot support the request for four-way stop control at Balmoral and Dunsmure at this time. However, if there are any specific concerns related to the operation of this intersection, the Traffic Department would be pleased to review the matter further.



DISTRIBUTED TO THE TRANSPORT AND ENVIRONMENT COMMITTEE ON MARCH 16, 1988
FOR INFORMATION

29(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 14
COMM FILE: 3-18
DEPT FILE: TEC 54-88

SUBJECT:

Intersections of King Street West and Pearl Street, and Main Street West and Pearl Street - Removal of School Traffic Officers.

BACKGROUND

Attached for the Committee's information, is a copy of an article by Mr. Mike Davison which appeared in the Hamilton Spectator on 1988 March 07, respecting the subject matter. Also attached, is a copy of a letter dated 1988 March 09 from Chief Robert E. Hamilton, Chief of Police, responding to Mr. Davison's article.

Murray F. Main

The politics of fighting over

a very local issue

ONE OF the reasons for politics being so interesting is its seemingly limitless capacity to surprise.

An item on the agenda of the last Hamilton city council meeting caught my attention when it resulted in a 14-2 vote. Only the two ward aldermen were recorded against the staff and committee recommendation. This is a relatively common occurrence, an explanation of which I thought you might find interesting.

The specific case involved a pair of police recommendations concerning school crossing guards. Serving students at St. Thomas Aquinas School, the officers are placed at Pearl Street where it intersects Main and King streets. The report called for removing the one on Main Street. Only Aldermen Terry Cooke and Mary Kiss voted against this action.

Posturing?

I don't mean to be unkind but this sort of vote is quite often an attempt by the ward aldermen to play to their constituents — to vote for something in their ward that they would never support in another part of the city. (Each guard costs the taxpayers \$4,270 per year)



Mike Davison

There were two tough questions that needed to be asked of the aldermen.

First, what effort had they made to convince their council colleagues of the correctness of their position?

Terry Cooke: "No, frankly I did not talk to other councillors. I'm not the member on the committee." (Each ward has one representative on the major city committees. Ms Kiss is the Ward 1 representative on the transport and environment committee which deals with these matters). "Mary was carrying the ball."

Mary Kiss: "Well, half the

aldermen were there (at the committee meeting) and heard my arguments. Regarding the others, I've been so busy with so many issues in my ward, I mean, I had to prioritize. I do feel a little sorry, maybe I should have made a speech at council."

Both councillors pointed out that they had been contacted by very few citizens concerning this case.

Second, do councillors ever posture for their constituents and were they guilty of that in this case?

Terry Cooke: "Hmmm. I'm not so much sure it was posturing, as hedging my bet for a possible future change. Of course, politicians do (posture). I'm not going to play holier than thou."

Mary Kiss: "I don't like to criticize my fellow councillors. The public can tell whether their aldermen are for real or not. I have never once postured; that's not why I was elected. I try to get action on their behalf."

I was prepared to give them poor marks for their effort, or lack thereof, to win a majority of councillors over to their side on this issue. But the question of playing to their constituents was a bit more difficult. To

level that charge would require a scenario in which the facts did not at all support the retention of the second guard. That obviously meant a bit of research, and that is where I got my surprise.

School closed?

Interestingly enough, the affair actually began last July with a police report recommending that both school traffic officers be eliminated. The report stated that the school "has been closed... Only six students will continue to cross at these locations." At Ms Kiss' insistence, a decision was delayed until a head count could be conducted in September.

Eventually, the police did a survey at one of the crossings on Jan. 11, and at the other the following day. The school was still "closed" and the King Street count showed "there were no safe gaps in traffic, and that the 22 students crossing at this location had difficulty crossing."

The Main Street report read: "The 18 students crossing at this location encountered regular safe gaps in traffic and that all of the students crossing were from grades 7 and 8."

And so the police altered their

recommendation, and the politicians voted to eliminate only the Main Street guard. It comes down to a question of how accurate the police reports are.

I called the school, "Hi, is the school closed?"

"No." Rather than leave the building empty after the regular students were transferred, the board decided to use it for the arts program for all the separate schools. It is now being used by students from grade 4 to 6 (grade 7 and 8 students will not even be brought in until the next school year). The vast majority of the children are bused to the school, but some of the students from the two closest schools walk there.

In other words, there are serious questions to be asked about the police report.

I think that aldermen Cooke and Kiss should have worked harder to convince council in this case. But if a child is run down at the corner of Main and Pearl, Mr. Cooke and Ms Kiss will not be among the councillors who signed the death warrant. This is far more than a question of posture.

March 7/88

[Handwritten signatures and initials]

Mr. Mike Davidson
The Hamilton Spectator,
Re The Politics of Fighting Over
a Very Local Issue - continued

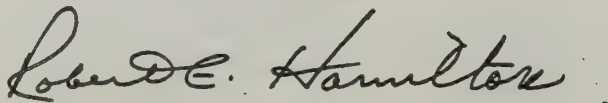
2. On October 19th, 1987 the HWRCSSB reopened the former school in the name of the St. Thomas Aquinas School for the Arts. Separate School students attend once weekly ½ day sessions at this resource centre. The students from the Region are generally bused from as far away as Stoney Creek. Only two schools in the immediate area walk - without HWRCSSB knowledge - to the once weekly sessions, which should not involve the Pearl Street locations. These schools are Christ the King and St. Joseph's Schools. Perhaps it is semantics, but the HWRCSSB still consider the school closed, and that it is in a Resource Centre status.
3. Both locations were surveyed by School Crossing Guard staff on January 11th and 12th of 1988. Based on standard survey criteria used by the Ontario Traffic Conference Guide for School Crossing Guards, we recommended discontinuing the Main Street location, while continuing the King Street crossing. Essentially safe crossing gaps existed on the Main Street location which was not the case on King Street.

The Grade 7 and 8 students indicated in the survey, were those attending the Ryerson School, not those attending the St. Thomas Aquinas School for Art, as incorrectly referenced in your article.

4. At the February 1988 meeting of the City's Transportation and Environment Committee, the survey results were reviewed. Mr. Joseph Wintar from the HWRCSSB was in attendance, and reported that all students who would be using the new St. Thomas Aquinas School for the Arts would be bused, and therefore no one would be using the crossing locations. The Committee approved the survey recommendations and the Main and Pearl guard location was discontinued in March.

The Hamilton-Wentworth Regional Police and the School Crossing Guard staff take seriously the responsibility entrusted to them when conducting surveys and in the daily execution of their duties. Every effort is made to collect information which is pertinent to the evaluation of a location for the placement of guards - with the primary consideration the safety of the children using the locations.

Yours truly,



Robert E. Hamilton,
Chief of Police.

REH:rc

c.c. Insp. T. Sullivan
Mrs. Diane Buist
S/Sgt. J. Willis
Mr. Murray Main - City Traffic
Alderman T. Cooke
Alderman M. Kiss



APR 12 1988

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 526-2732 • RES. (416) 525-5932 — WARD 1

April 11, 1988

MEMO TO:

[REDACTED]

FROM:

Alderman Mary Kiss

RE:

Removal of a School Traffic Officer
at the Intersection of Main and Pearl Street

Reference is made to my request in previous meetings for the retention of a school traffic officer at the above intersection.

I am asking this Committee to approve the retention of an officer at this location which is extremely hazardous to pedestrians, students, children and residents of the area.

As you are aware, there are a number of students crossing this Main Street highway en route to school in order to take special courses at that location.

This intersection is an extremely busy one both day and night, and the services of an officer is required in order to protect these students.

Please endeavour to have a traffic officer at this location as soon as possible.

Mary Kiss

MK:jf

c.c. Alderman H. Merling, Chairman, Transport and Environment Committee
c.c. All members of the Transport and Environment Committee
c.c. Mrs. C. Andrus, 43 Ray Street North, Hamilton, Ontario
c.c. Chief R. E. Hamilton, Hamilton-Wentworth Regional Police

29(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 April 12
COMM FILE: TEC-34-88
DEPT FILE: 3-9.1

SUBJECT:

Traffic Control in the Vicinity of Main and Victoria.

RECOMMENDATION

1. That information signs, explaining the meaning of the pedestrian traffic signals, be placed on the poles at the signalized intersections of Main and Sanford and King and Sanford.
2. That the Community Services Branch of the Hamilton-Wentworth Regional Police Department be requested to ensure that educational visits have been paid to the lower grades of all schools in the vicinity of Main and Victoria.
3. That the Community Services Branch of the Hamilton-Wentworth Regional Police be requested to contact all senior citizens' buildings near King and Sanford and Main and Sanford to determine if education programs regarding pedestrian traffic signals are desired, and to provide such programs, if requested.
4. That recommendations on the appropriateness of school crossing guards at Stinson and Erie and Stinson and Emerald be presented to the committee as soon as studies are completed by the Hamilton-Wentworth Regional Police.
5. That the Engineering Department of the Region be requested to include Stinson and Victoria on the preliminary 1988 list of locations for the installation of wheelchair ramps.

6. That no action be taken on the other requests for installation of traffic control devices from the parent council of St. Patrick's School.

Murray F. Main

FINANCIAL IMPLICATIONS

None, if all recommendations are accepted, subject to cost associated with school crossing guards. The user costs of individual suggestions (in terms of increased delay and/or increased collisions) are part of the detailed responses.

BACKGROUND

At the 1987 November 30 meeting of the Transport and Environment Committee, staff were directed to prepare a comprehensive report addressing the concerns respecting traffic control in the vicinity of Main and Victoria, in the following areas:

- (a) The recommendations originally submitted by the area residents.
- (b) Speed enforcement on a daily basis in the vicinity of Main and Victoria (by the Hamilton-Wentworth Regional Police).
- (c) Feasibility, costs, etc. of erecting traffic lights at the intersections of Main Street and East Avenue and King Street and East Avenue.
- (d) Feasibility of constructing speed bumps in the alleyways in the area of Main and Victoria.
- (e) Feasibility of installing a warning light for traffic coming down the Claremont Access.
- (f) Feasibility of establishing corner clearances in areas where there are physical obstructions.

These topics are discussed in the following sections which are labeled in a corresponding fashion.

Section A: RECOMMENDATIONS ORIGINALLY SUBMITTED BY THE AREA RESIDENTS.

The original letter from the President of St. Patrick's Parent Council requested consideration of 67 traffic control measures associated with 22 locations. At the meeting of 1987 November 10, the Traffic Department was directed to investigate and report back on those items pertaining to the intersection of Main Street and Victoria Avenue. That report was submitted to the 1987 November 30 meeting, and addressed the first six requests from the Parent Council. The remaining items are discussed below.

Many of the traffic control measures suggested were requested for multiple intersections. Therefore, to simplify this report, the requests will be dealt with by type of traffic control rather than by location.

A.1: PROHIBITION OF RIGHT TURN ON RED AND LEFT TURN ON RED.

The collision history of 11 signalized intersections in the vicinity of Main and Victoria was reviewed. As all of the intersections are comprised of two one-way streets, the applicability of right-turn-on-red and left-turn-on-red prohibitions was examined for each.

The prohibition of a right turn or left turn on red is generally based on a proven collision history involving vehicle-pedestrian or vehicle-vehicle collisions. No collisions involving a pedestrian as a result of left turn on red or as a result of right turn on red have occurred at any of the 11 intersections over the past five years. At four of the intersections, one vehicle-vehicle collision occurred as a result of right turn on red or left turn on red in the same time period. A single collision is not sufficient justification for prohibiting turns on red, particularly in view of the effectiveness of this maneuver in a one-way street system and prohibition of turns on red is not recommended for any of the 11 intersections.

A.2: RIGHT TURN ARROW AND LEFT TURN ARROW.

Right turn arrow phasing was requested for the traffic signal at Victoria and King and left turn arrow phasing was requested for nine signalized intersections. It is assumed that the basis for the request for right and left turn arrows is to separate the vehicles from pedestrians. The implementation of such a special phase is generally only possible, or appropriate, when three conditions are all met:

- (a) An extremely large volume of pedestrian traffic is present,
- (b) Vehicular turning volume can be accommodated within the shortened time period available, and
- (c) Most importantly, there is an unsatisfactory pedestrian collision history.

Of the 10 requests for turn arrow phasing, four locations have had no pedestrian collisions in the past five years and do not merit further discussion. An additional two locations have had only one collision involving a pedestrian crossing with the right-of-way over the same time period and were similarly not further considered. One of the remaining four locations was the south crosswalk at the intersection of King and Wellington for which several reports have been prepared for the Transport and Environment Committee, the latest of which was presented on 1988 January 25. For the three remaining locations for which left turn arrows were requested, (Victoria and King, west crosswalk; Main and Wellington, east crosswalk; and Cannon and Wellington, south crosswalk), each had experienced two collisions involving a pedestrian crossing with the right-of-way and a left turning vehicle in the past five years. The three intersections were considered for arrow phasing based on the criteria above. The number of pedestrians using the crosswalks in question is very small. For only one time period of the day at one location does the number exceed 40 pedestrians crossing per hour. This occurs at Cannon and Wellington during the afternoon rush hour during which 90 pedestrians cross in an hour. This is still a light volume of only three pedestrians every two minutes. At present, separate turn phase signal operation is in use at only two locations in Hamilton and both locations have much heavier vehicular and pedestrian volumes. An example is the peak pedestrian volume at King and James of 600 pedestrians in an hour. Implementation of separate turn phasing at any of the three locations listed would cause congestion in the through curb lane as this lane would no longer be continuous and lane changes would be required. Pedestrian "walk" time would have to be severely shortened to the allowable minimum of seven seconds, which would undoubtedly result in higher pedestrian violation rates, greatly increased complaints, less flexibility to accommodate elderly or infirm pedestrians and possibly more accidents.

Turn arrow phasing is very restrictive and, in view of the pedestrian volumes and collision histories is strongly not recommended.

A.3: TURN SIGNAL FOR TURN ONLY.

While it is not clear exactly what this measure is intended to achieve, it is assumed that this is in fact the same as the request for right turn arrows and left turn arrows, which were responded to in the section above.

A.4: CAUTION SIGNS FOR SENIORS AND CHILDREN.

Seniors and children are present at all signalized intersections in Hamilton-Wentworth. Drivers are expected to exercise due caution and are required by the Highway Traffic Act to yield the right-of-way to all pedestrians lawfully within a crosswalk at a signalized intersection. Therefore, such a sign would be redundant in that it would merely reiterate the driver's basic responsibilities.

Within Hamilton, every attempt is made to install only signs which conform to the Manuals for Uniform Traffic Control Devices. There are no recognized, standard signs of the type described or for the purpose suggested in the manuals, Canadian and Ontario sign, since the need for these signs is not acknowledged by the Provinces or by the traffic engineering profession.

A.5: EXTENDED PEDESTRIAN WALK TIMING.

A request was made to extend the length of the pedestrian walk signal for pedestrians crossing King Street at the intersection of King and Sanford and for pedestrians crossing Main Street at the intersection of Main and Sanford. This is in direct conflict with the requests for separate arrow phasing at these locations.

The pedestrian signal timings at these intersections have been designed to conform with recognized provincial and national engineering standards and with the Highway Traffic Act of the Province of Ontario. The timings were checked to insure compliance with the standards and our field staff reviewed both intersections to confirm that the intended timings were in place and that the control equipment was operating as intended.

Complaints regarding pedestrian signal timings most often arise from a lack of sufficient understanding of the meaning of the signals. The pedestrian signals are intended as instructions to pedestrians waiting on the sidewalk as to when it is permissible to start crossing the street. If the "flashing hand" display appears, pedestrians already in the crosswalk may continue to finish their crossing, will have more than ample time to do so and retain the right-of-way over all vehicles for this purpose. The "flashing hand" display merely indicates to pedestrians who have not yet begun to cross the road, that it is not permissible to do so.

It has been our experience that when the meaning of the pedestrian signals is clearly explained, concerns are generally rectified. In an effort to assist pedestrians at these two locations, information signs will be installed on the poles at the intersections. A request will also be forwarded to the Community Services Branch at the Hamilton-Wentworth Regional Police Department to ensure that the regular visits which the Regional Police pay to all lower grades in schools in the area have taken place. In addition, a request will be forwarded to the Community Services Branch to request that, if desired, an information session be held at the senior citizens' building nearby.

A.6: RESIDENTIAL AREA SPEED LIMIT OF 40 KM/H.

A 40 km/h speed limit was requested near the vicinity of Cumberland and Wentworth. While it is not clear whether it is intended to govern speed on Cumberland Avenue or Wentworth Street South, the same comments would apply.

Measurement of speeds on streets such as these has consistently shown that the majority of drivers respect the universal 50 km/h speed limit and only a small percentage of drivers exceed the maximum. The request to change the speed limit is undoubtedly aimed at this minority. Lowering the limit would be unlikely to affect this group at all.

It has been the experience of Hamilton and other major Canadian municipalities that the use of 40 km/h speed limits has no effect whatsoever on reducing vehicle speeds, and that Police Departments are then burdened with a constant demand for enforcement. The speed limit on Cumberland Avenue and on Wentworth Street is 50 km/h as on virtually all of the streets in Hamilton. This is a reasonable speed for motorists to travel on these particular streets. Drivers tend to operate their vehicles at speeds which they perceive as reasonable, and lowering the speed limit would merely result in a higher degree of disobedience of the speed limit. In order to achieve any reasonable level of compliance with a lower speed limit would require massive and continual effort on the part of the Regional Police Department.

In addition, there is little evidence that lowering the speed limit from 50 km/h to 40 km/h would have any impact on safety, particularly that of pedestrians.

A.7: REQUEST FOR SCHOOL CROSSING GUARDS.

A request for School Crossing Guards at the intersections of Stinson and Victoria, Stinson and Erie and Stinson and Emerald has been forwarded to the Hamilton-Wentworth Regional Police Department in order that they might perform the appropriate studies to determine whether guards are necessary at these locations.

The Hamilton-Wentworth Regional Police recommend a crossing guard not be placed at Stinson and Victoria. The recommendation was based on the small number of children (a maximum of 9 at the busiest crossing period) and the observation that the children were cautious and properly checked traffic before crossing.

Recommendations in regard to the other two intersections will be forwarded to the committee as soon as they are completed by the police department.

A.8: ALL-WAY STOP REQUEST.

Requests were made for the erection of all-way stop at the intersections of Stinson and Erie, Wellington and Stinson and Wellington and Hunter.

All-way stop control is already in place at Stinson and Erie, as a result of a previous request.

The stop sign request for Hunter and Wellington was based on expediting pedestrian crossings at Wellington Street and facilitating left turns from Wellington Street to Hunter Street at rush hour. However, it was also indicated that this request could be replaced by the erection of a three-way stop at Stinson and Wellington.

Over the past five years, there have been no pedestrian collisions at either Hunter and Wellington or Stinson and Wellington. Also, there have been no collisions involving a northbound left turn with the southbound through vehicle at Hunter and Wellington. Wellington Street is a fairly wide street at these locations, and it would therefore be difficult to obtain full compliance should stop signs be installed, as drivers might not see the signs. Thus, the erection of all-way stop might actually result in a worse collision record rather than an improved one.

The Hamilton Street Railway has indicated that the schedule of the Delaware bus route, which travels Wellington Street in both directions, would be adversely affected by the addition of extra stops to an already tight schedule.

As Hunter Street is one-way westbound from the intersection of Hunter and Wellington, the erection of stop signs would result in much delay to vehicular traffic on Wellington Street but with virtually no improvement for vehicular traffic on Hunter Street. Also, wherever possible, stop signs are not placed within 1,000 feet of an existing traffic signal. Wellington Street is not the type of street on which a driver would be expected to stop (except at a traffic signal) and unexpected stop signs, especially on a street of this width, could contribute to an increased collision rate.

In view of the excellent pedestrian collision rate and the other factors which do not support the installation of all-way stop at either of these intersections, it is recommended that the existing traffic control be maintained.

A.9: WHEELCHAIR RAMPS AT STINSON AND VICTORIA.

Wheelchair ramps ("curb cuts") have been requested for the intersection of Stinson and Victoria. It is recommended that this request be forwarded to the Engineering Department of the Regional Municipality of Hamilton-Wentworth for inclusion on the preliminary list for wheelchair ramp installations for 1988.

A.10: PROHIBITION OF LEFT TURN, 7:00 A.M. to 9:00 A.M. & 3:00 P.M. to 4:30 P.M. FOR NORTHBOUND TRAFFIC AT WENTWORTH AND STINSON.

Although this prohibition would be effective in reducing the volume of traffic on Stinson Street, it would be greatly over-restrictive. Students being delivered to Stinson Public School by car would not be able to access the school. The bus route would have to be completely relocated. Deliveries to stores and business in the area would be greatly inconvenienced. Residents of the area travelling from the east would be forced to use alternate, more circuitous routes. Traffic on local residential streets would likely be increased. Sanford Avenue, north of Delaware Avenue would receive a major increase in traffic volume on a narrow residential street.

Stinson Street forms an important link in the roadway system. To deny its use to persons with legitimate reasons for travelling along Stinson Street is arbitrary and unfair in view of the present conditions on the street. Such a prohibition cannot be recommended.

A.11: SPECIAL SIGN AT EYE LEVEL FOR TURNING LANES AT THE INTERSECTION OF RUTHERFORD AND WENTWORTH.

On occasion, it appears that drivers fail to turn from the correct lanes at the intersection of Rutherford and Wentworth. However, no collisions have resulted in the past five years as a result of an illegal turn. At this intersection, as with many others, the basic requirements of the Highway Traffic Act require a driver to move as far to the right as possible to make a right turn and as far to the left as possible to make a left turn. To aid an organizing traffic into two separate lanes for these turns, roadway markings were painted in 1987.

To erect roadway signing which is redundant, and which merely reiterates the basic precepts of the Highway Traffic Act, is unnecessary and should be discouraged. Therefore, the installation of such a sign cannot be recommended.

A.12: OTHER REQUESTS.

Other requests in the original list were highlighted specifically in the recommendations of the Transport and Environment Committee of 1987 November 30 and are dealt with in the following sections.

SECTION B. HAMILTON-WENTWORTH REGIONAL POLICE DEPARTMENT ENFORCEMENT NEAR MAIN AND VICTORIA.

On 1987 December 08, the Traffic Department, on behalf of the City Council and the Transport and Environment Committee, requested that the Hamilton-Wentworth Regional Police provide speed enforcement on a daily basis in the vicinity of Main and Victoria. The Regional Police Traffic Office indicates that enforcement is on-going. "Track radar" (moving radar) rather than stationary vehicles are being used on the downbound Claremont Access as it is difficult to position a police car and also unsafe to stop vehicles at this location. Speeding is not a problem during periods of heavy traffic, but a few vehicles have been stopped during hours of low traffic volumes.

SECTION C. FEASIBILITY OF TRAFFIC SIGNALS AT MAIN AND EAST AND KING AND EAST.

The intersections of Main and East and King and East were evaluated against the standard numerical criteria which determine the benefit of installing a traffic signal. Because of the low pedestrian and vehicular volumes on East Street, neither location was close to the minimum levels required.

The implication of the numerical evaluation is twofold. First, the general effect on vehicular traffic would be negative. Second, the Ministry of Transportation and Communications would not supply subsidy in support of the installation costs of either traffic signal.

The impact on motor vehicle collisions would be a potential reduction in the number of right angle collisions of between one and two collisions annually at each location, with the possibility of generating additional rear-end collisions due to stops for the traffic signal.

In terms of feasibility, the major difficulty with either location is its proximity to upstream and/or downstream traffic signals. In order to minimize the number of drivers who fail to obey traffic signals, it is preferable to maintain 800 to 1,000 foot spacing between adjacent signals. East Avenue is approximately 350 feet from both Victoria Avenue and Tisdale Street and therefore a signal located at Main and East would be substantially less than the optimum distance from signals at Main and Victoria and Main and Tisdale. Similarly a signal at King and East would be substantially less in the optimum distance from the signal at King and Victoria.

The 1988 estimated installation cost for each traffic signal would be approximately \$35,000.

SECTION D. FEASIBILITY OF CONSTRUCTING SPEED BUMPS IN THE ALLEYWAYS IN THE AREA OF MAIN AND VICTORIA.

For those alleys which are public assumed, such as the alley parallel to Main Street immediately south of Main Street between Wellington and Victoria, it is not legal to construct speed bumps. An "assumed public alley" is defined as a public highway. The City does not have the authority to install speed bumps on public highways, since the special authority which would be required from the Province has been denied.

SECTION E. WARNING LIGHT FOR TRAFFIC DOWNBOUND ON THE CLAREMONT ACCESS.

It is assumed that the request is in regard to an advance signal for northbound Victoria Avenue approaching the intersection at Main Street. Such a device is unnecessary. A warning signal is used when insufficient visibility exists to give a driver time to react to a traffic signal and stop his vehicle. At the posted speed limit of 50 km/h, a driver needs a minimum of approximately 50 meters of visibility. Downbound Claremont access traffic has approximately 300 metres of visibility, substantially in excess of the minimum requirement. The use of unnecessary traffic control devices merely reduces the driver's respect for those devices which are really required.

Such a device can also not discriminate among road surface conditions or among vehicle types. What may be an entirely satisfactory warning period for a passenger automobile on a dry roadway surface may be substantially too fast for an articulated truck on a snowy road. Improper adjustment or improper use of such a device may in fact put the City and Region in liability position should that device fail to operate and a motor vehicle collision occur. These devices are reserved for locations where visibility is severely limited and the inherent drawbacks are justified in view of the advantages.

Therefore, the installation of this traffic control device is not recommended for the downbound Claremont Access.

SECTION F. FEASIBILITY OF ESTABLISHING CORNER CLEARANCES WHERE PHYSICAL OBSTRUCTIONS BLOCK VISIBILITY.

The corners of King and East and Main and East were reviewed for physical obstructions blocking visibility for motorists on East Street. In all cases, a motorist stopped behind the crosswalk does not have sufficient sight distance. When the vehicle is moved forward but does not project into the traffic lanes, more than sufficient visibility exists to see around the buildings, signs and fences on these corners. This is a very common situation in Hamilton, particularly in the lower City, and not one which requires action.

The visual obstruction which does occur, for both northbound and southbound East Avenue traffic crossing King Street, is due to parked cars, not physical obstructions as per the request of the Committee. Parking corner clearances are already in place on King Street, and lengthening the clearances does not appear justified in view of the demand for parking and loading in the area and the collision history.

FOR ACTION

30(a)

REPORT TO: Mr. R. C. Prowse, Secretary,
Transport & Environment Committee

FROM: Mr. K. A. Rouff,
City Solicitor

DATE: 1988 February 12

COMM FILE: 3-11.10

DEPT FILE: 40-61.2

SUBJECT:

Local Improvement Charges for Construction of Roads, Curbs,
Sidewalks and Alleys.

RECOMMENDATION

That the attached by-law be enacted by City Council.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

With the adoption of Item 10 of the 2nd Report of the Transport and Environment Committee, City Council at its meeting held on January 26, 1988 authorized and directed the City Solicitor to prepare the necessary by-law. The rates have been established after consideration of the actual trend of construction costs noted during 1987 for these various works. The new rates are intended for application to projects initiated during 1988.

c.c. Mr. J. R. G. Leach,
Commissioner of Engineering
Attn: Mr. R. Meiers (File: T104-10)

c.c. Mr. E. C. Matthews, City Treasurer
Attn: Mr. T. Bradbury

FOR ACTION

30(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 March 22
COMM FILE:
DEPT FILE: 65-1.597

SUBJECT:

By-law to Extend Redmond Drive by Incorporating Therein Part 1,
Plan 62R-8968

RECOMMENDATION

That City Council enact the attached by-law on April 26, 1988 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 20, adopted by City Council on July 28, 1987.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on July 28, 1987, directed the City Solicitor to prepare the by-law referred to above. This highway will enter upon a Regional road, thereby requiring the consent of The Regional Municipality of Hamilton-Wentworth. This consent was obtained on March 15, 1988 when Regional Council adopted Item 17 of Report 5-88 of the Engineering Services Committee.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
Att'd.

F O R A C T I O N

30(c)

REPORT TO: Transport and Environment Committee
 Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

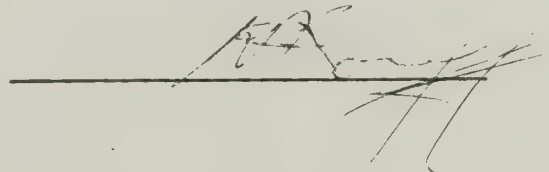
DATE: 1988 March 22
COMM FILE:
DEPT FILE: 110-1.187

SUBJECT:

By-law respecting the construction of local improvements of an independent concrete sidewalk on west side of Acadia Drive as described in Schedule "A" hereto - \$5,700.00

RECOMMENDATION

That City Council enact the attached By-law on April 26, 1988 in accordance with the authorization contained in Item 2 of the 13th Report of the Executive Committee, adopted by City Council on June 23, 1987



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on June 23, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, February 5, 1988, the Ontario Municipal Board's Order No. E 871330 was granted.

c.c. Mr. J. R. G. Leach, Commissioner
 Regional Engineering Department
 Attention: Mr. L. Franco
 Attention: Mr. R. P. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
 Attention: Mr. Grant Keith
 Attention: Mr. T. Bradbury

Att'd.

F O R A C T I O N

30(d)

REPORT TO: Transport and Environment Committee
 Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

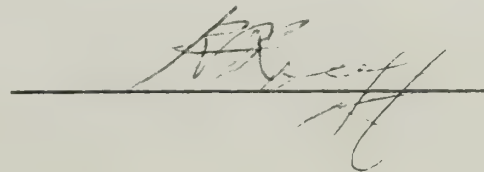
DATE: 1988 March 22
COMM FILE:
DEPT FILE: 110-1.188

SUBJECT:

By-law respecting the construction of local improvements of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue as described in Schedule "A" hereto - \$85,000.00

RECOMMENDATION

That City Council enact the attached By-law on April 26, 1988 in accordance with the authorization contained in Item 7 of the 17th Report of the Executive Committee, adopted by City Council on September 29, 1987



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on September 29, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, February 5, 1988, the Ontario Municipal Board's Order No. E 871423 was granted.

c.c. Mr. J. R. G. Leach, Commissioner
 Regional Engineering Department
 Attention: Mr. L. Franco
 Attention: Mr. R. P. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
 Attention: Mr. Grant Keith
 Attention: Mr. T. Bradbury

Att'd.

F O R A C T I O N

30(e)

REPORT TO: Transport and Environment Committee
 Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

DATE: 1988 March 22
COMM FILE:
DEPT FILE: 110-2.241

SUBJECT:

By-law respecting the construction of local improvements of a concrete alley in the block bounded by Hughson Street, Murray Street, John Street and Barton Street as described in Schedule "A" hereto
- \$35,000.00

RECOMMENDATION

That City Council enact the attached By-law on April 26, 1988 in accordance with the authorization contained in Item 6 of the 17th Report of the Executive Committee, adopted by City Council on September 29, 1987

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on September 29, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, February 5, 1988, the Ontario Municipal Board's Order No. E 871462 was granted.

c.c. Mr. J. R. G. Leach, Commissioner
 Regional Engineering Department
 Attention: Mr. L. Franco
 Attention: Mr. R. P. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
 Attention: Mr. Grant Keith
 Attention: Mr. T. Bradbury

Att'd.

FOR ACTION

30(f)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 March 16

COMM FILE:

DEPT FILE: 65-1.614

SUBJECT:

By-law to Extend Ramsden Drive by Incorporating Therein
Block 202, Plan 62M-442

RECOMMENDATION

That City Council enact the attached by-law on April 26, 1988 in accordance with the authorization contained in the 5th Report of the Transport and Environment Committee, Item 13, adopted by City Council on March 8, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on March 8, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

FOR ACTION

30(g)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 March 16

COMM FILE:

DEPT FILE: 65-1.615

SUBJECT:

By-law to Extend Rushdale Drive by Incorporating Therein
Block 201, Plan 62M-442

RECOMMENDATION

That City Council enact the attached by-law on April 26, 1988 in accordance with the authorization contained in the 5th Report of the Transport and Environment Committee, Item 13, adopted by City Council on March 8, 1988.

[Handwritten signature]

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on March 8, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

FOR ACTION

30(h)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

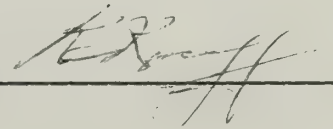
DATE: 1988 March 16
COMM FILE:
DEPT FILE: 65-1.612

SUBJECT:

By-law to Extend Greenshire Drive by Incorporating Therein
Block 26, Plan 62M-450

RECOMMENDATION

That City Council enact the attached by-law on April 26, 1988 in
accordance with the authorization contained in the 4th Report of
the Transport and Environment Committee, Item 13, adopted by
City Council on February 23, 1988.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on February 23, 1988, directed the City Solicitor
to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

FOR ACTION

3000

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 March 16

COMM FILE:

DEPT FILE: 65-1.613

SUBJECT:

By-law to Extend Glenhaven Drive by Incorporating Therein
Block 43, Plan 62M-429

RECOMMENDATION

That City Council enact the attached by-law on April 26, 1988 in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 13, adopted by City Council on February 23, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on February 23, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1988 April 26

CAY ON HBL AOS
CSITE
1988

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 2, 1988
2:00 o'clock p.m.
Room 233, City Hall

URBAN MUNICIPAL

MAY 1

GOVERNMENT DOCUMENTS

R. C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

DIRECTOR OF PROPERTY

1. Purchase of Parts 4, 14 and 15 Plan 62R-8380, being part of 977 Queenston Road, from Walter Kohlberger - Bow Valley Extension
2. Sale of Public Walkway between Garrow Drive and Glenvale Drive from Cranbrook Drive to Greyfriar Drive

MANAGER OF PURCHASING

3. Concrete Cutting and Asphalt Planning, Public Works Department

DIRECTOR OF PUBLIC WORKS

4. (a) 1988-1992 Capital Budget Projects
(b) 1988-1992 Capital Budget Projects



5. Policy Respecting Visibility Obstructions on Boulevards caused by Hedges

DIRECTOR OF TRAFFIC

6. Parking Regulations

- (a) Cathcart Street between Wilson Street and Rebecca Street
- (b) East side of West Avenue South between Young Street and Stinson Street
- (c) Caroline Street North between York Boulevard and Napier Street
- (d) Tanager Court
- (e) Initiation of changes to parking regulations on local residential streets
- (f) West side of Elgar Avenue between Limeridge Road West and Fassett Avenue

7. Intersection Control

- (a) Whitney Avenue and Emerson Street
- (b) Weir Street North and Dunsmure Road
- (c) Clifton Downs Road and Bonaventure Drive
- (d) Sterling Street and Forsyth Avenue

8. Corner Clearance - Chedoke Avenue, south of Aberdeen Avenue

9. Discharge of Residential Boulevard Parking Agreement - No. 117
Inchbury Street

COMMISSIONER OF ENGINEERING

10. Termination of Lease of Road Allowance of Robert Street adjacent to 224 James Street North
11. Incorporating Certain Lands into Carriage Drive
12. Temporary Road Closure - Curb Lanes of James Street North from Murray Street to Barton Street
13. Plan of Subdivision for Almas Gardens Phase 5

14. Additional Cost Sharing - Wellington Chase - Phase 1 Stage 2 Subdivision Agreement
15. Temporary Street Closure
 - (a) Forestgate Drive - Street Picnic - Monday, May 23, 1988 (5:00 p.m. - 9:00 p.m.)
 - (b) Bicycle Road Race - Sunday, May 29, 1988 (12:00 noon to 4:00 p.m.)
16. Railway Signal Crossings on Regional Roads
17. Inadvertent Encroachment Agreement
 - (a) 32 Murray Street
 - (b) 287 Locke Street South
 - (c) 14 George Street
 - (d) 14 Oak Avenue
18. Banner Display Application
 - (a) Hamilton Theatre Inc. - April 24, 1989 to May 1, 1989
 - (b) Woman's World Organization - October 16, 1989 to October 30, 1989
19. To Accept Title to Reserves "A" and "B" on Registered Plan No. 943 and to Incorporate Reserve "B" into Forbes Street (Formerly Franklin Street)

DELEGATIONS

20. Proposed Policy Regarding the Installation of Pedestals in Established Areas for Bell Canada and Cable TV Companies on the Road Allowance
21. Surface Drainage in the Ainslee Wood East Neighbourhood - Stroud Road

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
4. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
5. Increasing amount of road re-construction	Jan 4/88	Mr. Spencer	Report Pending
6. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
7. How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
8. Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
9. Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: April 27, 1988

COMM FILE:

DEPT FILE: 34.5.1
(4504)

SUBJECT:

Purchase of Land from Walter Kohlberger
Extension of Bow Valley Drive being part of 977 Queenston Road

RECOMMENDATION

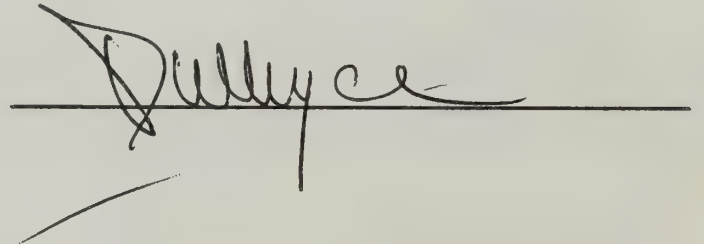
That an Option to Purchase a parcel of land for the extension of Bow Valley Drive being part of 977 Queenston Road executed by Walter Kohlberger on April 28th, 1988 and scheduled for closing on or before June 28th, 1988 be approved and completed.

It is understood and agreed that the sale of this land is subject to the following terms and conditions which shall not merge on the closing of this transaction but shall survive the registration of the deed on title:

1. The subject land is being purchased by the City for roadway and municipal purposes.
2. The compensation herein in the amount of \$39,127.00 represent 50% of the value of the subject land Part 4. In this instance, the City is responsible for the value of the land in the portion of the half street which does not abut the Vendor's land as shown cross-hatched in red on the attached plan referred to as Schedule "B". No compensation is being paid to the Vendor for the remaining land in Part 4, as the Vendor is dedicating this portion of Part 4 to the City in accordance with normal development practice whereby an abutting owner is responsible for one-half the cost of land and services in streets adjoining his land.
3. The City will establish a one foot reserve along the westerly boundary of the subject land to recover the cost of services only from the owner of the abutting land.
4. The closing of this transaction is conditional upon the Hamilton Street Railway Company and the Regional Municipality of Hamilton-Wentworth having accepted an Offer to Purchase from the Vendor for the parcel of Regional owned land approximately 14.6 metres by 130.6 metres cross-hatched in green on the attached plan referred to as Schedule "B".

RECOMMENDATION - Continued...

Note: The subject property which is required by the City for roadway purposes is located at the rear of 977 Queenston Road being Part 4, 14 and 15, 62R-8380 having a total area of 1,433.58 square metres (approximately 15,430 square feet). The purchase price of \$39,127.00 is to be charged to account 0408-361926.

A handwritten signature, appearing to read "Dullyce", is written over a horizontal line. There is a diagonal slash mark below the signature.

FINANCIAL IMPLICATIONS

See above recommendation

BACKGROUND

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

We attach hereto an Option to Purchase from Walter Kohlberger for the purchase by the City of a parcel of land at the rear of 977 Queenston Road having a total area of 1,433.58 square metres (approximately 15,430 square feet) and more particularly described as Part 4, 14 and 15 on Plan 62R-8380.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. J.R.G. Leach, Regional Commissioner of Engineering
Attention: Mr. G. Aston
Attention: Mr. M. Chidley, Surveyor

FOR ACTION

2

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: April 18, 1988

COMM FILE: 100.90.132
DEPT FILE: (4509)

SUBJECT:

Sale of Public Walkway between Garrow Drive and Glenvale Drive
from Cranbrook Drive to Greyfriar Drive

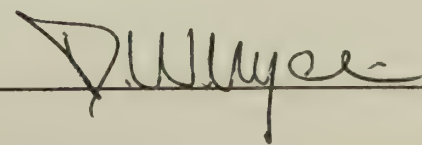
RECOMMENDATION

1. That approval be given for the sale of the public walkway between Garrow Drive and Glenvale Drive from Cranbrook Drive to Greyfriar Drive to the abutting owners as follows:-

<u>Purchaser</u>	<u>Lot Size</u>
1. Rolf & Miriam Ruppenthal 265 Cranbrook Drive	5' x 100'
2. Naseem & Saied Mohammed 261 Cranbrook Drive	5' x 100'
3. Sergio & Barbara Zavarise 42 Greyfriar Drive	5' x 100'
4. Paul & Lora Repta 46 Greyfriar Drive	5' x 100'

Note: This parcel of land is a public walkway between Garrow Drive and Glenvale Drive, from Cranbrook Drive to Greyfriar Drive. The sale price of \$1.00 for each parcel is to be credited to account 0280-02 and it is being held by the City Treasurer pending the approval and closing of these transactions. The transactions are scheduled to close 60 days after the enactment of a by-law to stop up, close up and sell the subject walkway.

2. That the City Solicitor be directed to prepare a by-law to sell the public walkway in the Gilkson Neighbourhood between Garrow Drive and Glenvale Drive.



FINANCIAL IMPLICATIONS

See above recommendation

BACKGROUND

On January 26, 1988, City Council approved Item 13 of the Second Report of the Transport & Environment Committee authorizing this walkway closure and that the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
 - Mr. M. Chidley, Regional Surveyor
 - Mr. J. Pavelka, Director of Public Works

FOR ACTION

3

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 April 21
COMM FILE: 3-5.1
DEPT FILE:

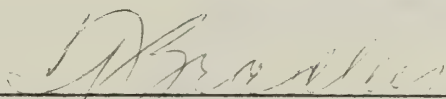
SUBJECT: CONCRETE CUTTING & ASPHALT PLANING, PUBLIC WORKS DEPARTMENT

RECOMMENDATION

That purchase orders be issued for the supply of labour and equipment for Concrete Cutting and Asphalt Planing, Public Works Department as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

- (a) Hardrock Paving Company, Port Colborne
Asphalt Planer & Operator - \$105/hour \$ 25 Travel
- (b) Graff Diamond Products, Brampton
Concrete Saw & Operator - \$ 70/hour \$140 Travel

NOTE: Lowest of two (2) tenders received. Funds provided in Pavement Sawing Account #0350-1388.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above RECOMMENDATION

BACKGROUND-Tender Analysis

	<u>Concrete Saw & Operator</u>		<u>Asphalt Planer & Operator</u>	
	<u>Hour</u>	<u>Travel</u>	<u>Hour</u>	<u>Travel</u>
Graff Diamond Products, Brampton	\$70.00	\$140.00	No Bid	
Delta Ready Mix Ltd., Hamilton	85.00	75.00	No Bid	
Hardrock Paving, Port Colborne	No Bid		\$105.00	\$ 25.00
Dufferin Construction, Oakville	90.00	90.00	130.00	130.00

Six suppliers were requested to bid. Two did not respond.

FOR ACTION

4(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport & Environment Committee

FROM: Mr. J. G. Pavelka
Director of Public Works

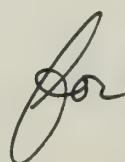
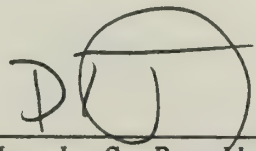
DATE: 1988 April 13
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: 1988-1992 Capital Budget Projects

RECOMMENDATION

(a) That the Transport & Environment Committee recommend to the Executive Committee that the Construction of New Mountain Public Works Yard be proceeded with at an estimated gross cost of \$393,000 as provided for in the 1988 portion of the 1988 - 1992 Capital Budget as Project No. 37278-A.

(b) That the Treasurer be requested to recommend to The Executive Committee, the amount and source of funds to be provided for this Capital Project.

 
Mr. J. G. Pavelka, P. Eng.

FINANCIAL IMPLICATIONS

See above recommendation.

BACKGROUND

This Capital Project was approved by the Transportation and Environment Committee for inclusion in the 1988-1992 Capital Budget for the City of Hamilton.

This project involves the increase in cost of this new yard from the previously approved amount of \$2,007,000 to \$2,400,000.

cc - Mr. J. J. Schatz, Secretary, Executive Committee
- Mr. B. Hotrum, Treasury Department

FOR ACTION

4(b)

REPORT TO: Mr. R. C. Prowse
Seretary, Transport & Environment Committee

FROM: Mr. J. G. Pavelka
Director of Public Works

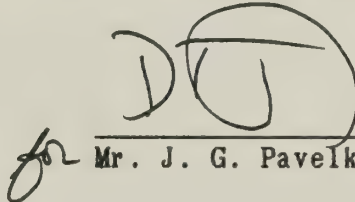
DATE: 1988 April 13
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: 1988-1992 Capital Budget Projects

RECOMMENDATION

(a) That the Transport & Environment Committee recommend to the Executive Committee that the New Equipment - Street Flushers be proceeded with at an estimated gross cost of \$180,000 as provided for in the 1988 portion of the 1988 - 1992 Capital Budget as Project No. 38000.

(b) That the Treasurer be requested to recommend to The Executive Committee, the amount and source of funds to be provided for this Capital Project.


for Mr. J. G. Pavelka, P. Eng.

FINANCIAL IMPLICATIONS

See above recommendation.

BACKGROUND

This Capital Project was approved by the Transportation and Environment Committee for inclusion in the 1988-1992 Capital Budget for the City of Hamilton.

This project will provide for the addition of two new street flushers to the City's fleet over a two year period.

cc - Mr. J. J. Schatz, Secretary, Executive Committee
- Mr. B. Hotrum, Treasury Department

FOR ACTION

5

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. J. G. PAVELKA, P. ENG.
DIRECTOR OF PUBLIC WORKS

DATE: 1988 April 20
COMM FILE: TEC-75-88
DEPT FILE:

SUBJECT:

Policy Respecting Visibility Obstructions on Boulevards caused by Hedges.

RECOMMENDATION

1. That, the City Streets By-law 9329 be amended to provide that:

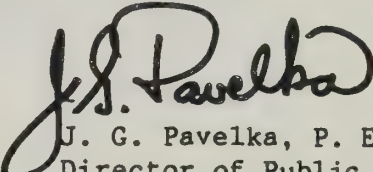
- (a) hedges and shrubs and other plant material may be permitted on road allowances provided that any such hedge or shrub or other plant material situated within ten feet of a public sidewalk or curb or edge of a roadway shall not exceed 30 inches in height and shall not overhang the sidewalk, shoulder or roadway; and
- (b) trees on the road allowance within ten feet of a public sidewalk curb or edge of a roadway shall be pruned to the trunk for the first eight feet above the ground; and,

2. That, the following policy be adopted for enforcement of violations of the Streets By-law respecting visibility obstructions caused by hedges.

Enforcement of the regulation by the Director of Public Works will generally be exercised;

- (a) at the intersection of two public highways where in the opinion of the Director of Traffic Services, a visibility obstruction affects the safety of the general public; and,
- (b) at non-intersection locations, upon complaint of the abutting owner who is immediately affected by the encumbrance.
- (c) Notice of violation shall consist of a field violation notice placed in the mailbox and a follow-up registered letter from the Director of Public Works.

- (d) A two week period shall be allowed for the trimming of a hedge or shrub.
- (e) At the end of the two week period, the Department of Public Works will visit the site and take whatever corrective action is necessary to comply with the policy, and charge any cost to the owners of the property.


J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS

BACKGROUND

In recent years, there have been 150 to 200 citizen complaints annually respecting visibility problems caused by hedges or shrubs which are situated on the road allowance of public highways. These figures are over and above problems which are detected by City staff at the intersections of public highways. While situations at intersections have been monitored by the Traffic Department for many years, the much larger number of complaints at mid-block locations, which generally involve only one neighbour rather than the general public, have generally not been responded to, due to inconsistencies in the Streets By-law, and lack of a practical and effective enforcement policy and procedure having the approval of the City Council.

The Streets By-law prohibits the encumbering of a highway (boulevard) by any obstruction whatsoever including poles, posts, fences and hedges, and provides that any such encumbrance may be removed by the Municipality and that the cost of removal may be charged to the abutting owner and collected in like manner as municipal taxes.

The past policy for enforcement of hedge violations has been ill-defined, inconsistent, and unenforceable for a number of reasons. One of the problems has been that the question of whether or not a visibility obstruction is occurring has been a matter of opinion rather than precise definition. This has led to challenges of the judgement of the investigator by the public and by members of Council. The enforcement policy has been too cumbersome to be effective, since it required an initial visit to the site and issuance of a field violation notice, a second visit to the site, a subsequent letter from the Regional Engineering Department, and subsequent visits to the site when the field violation notice and letters were ignored. If the owner remains un-cooperative after all of those steps, the obstruction remains and the entire process ends in failure.

Part of the problem is that violations reoccur annually as the hedges grow each year, and many of the problem locations are perennial problems. These problems are unenforceable unless the policy and the procedures are to be streamlined.

The criteria governing the formulation of an improved enforcement policy should include the following:

- assessment of the "problem" should be on a factual and measurable basis rather than a judgmental basis.
- the criteria should be simple.
- the means of enforcement should be expeditious and decisive.
- the regulations should apply to all properties rather than just those about which a complaint has been received.
- the decision of the investigator, based upon easily measurable criteria, should be decisive and supported by all Council members.
- visibility problems at the intersection of public highways should be enforced on sight by staff members, as has occurred in the past.
- non-intersection locations should be dealt with on a complaint basis because driveways affect children walking on the sidewalks.
- a complaint should be valid only if it comes from an immediate neighbour who is directly affected by the alleged visibility encumbrance.
- the criteria should be simple so that the appropriate investigation can be done by relatively unskilled personnel, i.e. it should not be judgmental but should be measurable.

It should be recognized that aside from the problems which occur at the intersection of public highways, virtually all complaints respecting hedges and fences are the result of a quarrel between two adjacent neighbours. Municipal staff are invariably drawn into these quarrels, and as a result, are frequently threatened and ordered off the property. These situations are "no win" situations for all involved, but nonetheless, there are valid problems in some of these cases. Matters of this nature should be strictly administrative matters rather than matters which involve members of Council in "no win" situations.

A hedge or shrub within 10 feet of the public sidewalk can generally be expected to create a visibility problem for motorists backing out of driveways, if the hedge or shrub exceeds 30 inches in height. Thus, these criteria of 10 feet and 30 inches are simple and appropriate criteria which could be used to minimize visibility problems and legitimate complaints.

Since the Director of Public Works is given the responsibility in the Streets By-law of supervising all matters related to trees and shrubs on boulevards and is equipped to do so, and since many of the alleged visibility problems in the past have been brought to the attention of the Public Works Department, it would be appropriate for that Department to administer this policy as well, except that the opinion of the Director of Traffic Services could be sought in cases of alleged obstructions at street intersections.

FOR ACTION

6(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

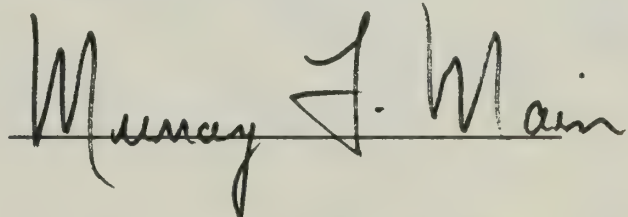
DATE: 1988 April 18
COMM FILE: TEC-69-88
DEPT FILE: 3-9.2

SUBJECT:

Cathcart Street between Wilson Street and Rebecca Street - Parking Regulations.

RECOMMENDATION

- a) That a "One Hour Parking Time Limit" regulation be implemented on the east side of Cathcart Street commencing at Wilson Street and extending to a point 91 feet southerly therefrom; and,
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

At the request of Mayor Robert Morrow, a member of the Traffic Department has contacted Mr. Ralph Reid, 202 Wilson Street, who has requested that several time limit parking spaces be implemented on Cathcart between Wilson and Rebecca to eliminate long-term non-resident parking by area employees. Presently, there is unrestricted parking on both sides of the street in this block.

Mr. Reid, who is handicapped, has no off-street parking on his property and since parking is prohibited overnight on Wilson Street, Mr. Reid generally parks on local streets in the area; the closest being Cathcart Street. Periodic observations have confirmed that this street is generally heavily parked, presumably by area employees and apartment dwellers.

Although the past practice of the Committee is to request a petition signed by a majority of the abutting residents, it might be possible to designate three parking time limit spaces on the east side of Cathcart immediately south of Wilson adjacent to a vacant residential property. This property has three off-street spaces, and parking would still be permitted on both sides of the remainder of the block. Therefore, the implementation of the requested regulation should not create any parking problems for other area residents and the Traffic Department concurs with the request.

Area residents of one, two or three family dwellings would be entitled to purchase permits, at a cost of \$2.00 per permit per month, to exempt them from the signed parking time limit. Mr. Reid has a handicapped permit issued by the Commissioner of Social Services which exempts his vehicle from signed parking time limits throughout the City.



FOR ACTION

6(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

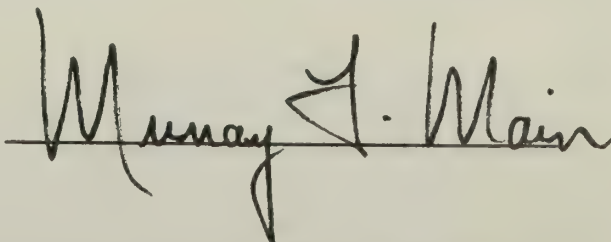
DATE: 1988 April 18
COMM FILE: TEC-70-88
DEPT FILE: 3-9.2

SUBJECT:

East side of West Avenue South between Young Street and Stinson Street - Parking Regulations.

RECOMMENDATION

- a) That the exiting "Permit Parking" regulation on the east side of West Avenue South, commencing at a point 64 feet north of Young Street and extending to Stinson Street be shortened, such that it commences at a point 64 feet north of Young Street and extends to a point 90 feet south of Stinson Street; and,
- b) That the maximum number of parking permits for residents abutting West Avenue between Stinson and Young Streets be limited to 7; and,
- c) That a "One Hour Parking Time Limit" regulation be implemented on the east side of West Avenue South commencing at Stinson Street and extending to a point 90 feet southerly therefrom; and,
- d) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

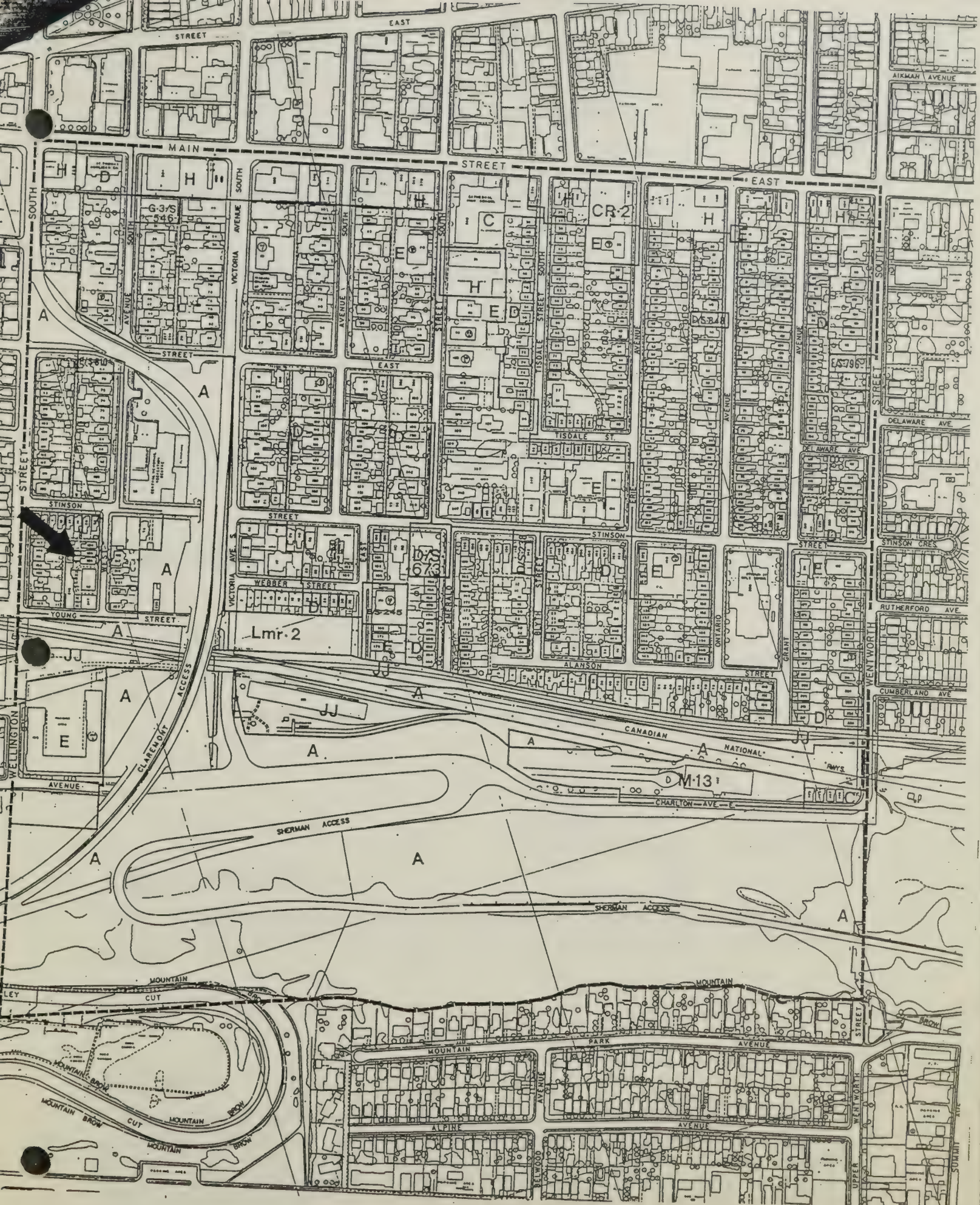
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND

As a result of complaints related to parking availability by residents of Stinson between Wellington and West, Alderman Vince Agro has requested that the existing "Permit Parking" regulation on the east side of West Avenue South between Young and Stinson be shortened and that a parking time limit be implemented immediately south of Stinson to allow parking on this section of street by other area residents. Presently, the east side of West between Young and Stinson is controlled by a "Permit Parking" regulation, except for two spaces immediately north of Young where there is unrestricted parking.

This "Permit Parking" regulation was approved by the City Council in July 1987, and at that time the Traffic Department was directed to issue a maximum of 10 parking permits to abutting residents. Since then, only seven permits have been purchased by these residents. Therefore, it would be appropriate to shorten the "Permit Parking" regulation, and to implement three full-time "One Hour Parking Time Limit" spaces on the east side of West, immediately south of Stinson, as requested by Alderman Agro.

The implementation of the time limit regulation would eliminate long-term parking by non-residents. Area residents, including any resident of Stinson between Wellington and West, would be entitled to purchase permits to exempt their vehicles from the signed time limit.



FOR ACTION

6(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

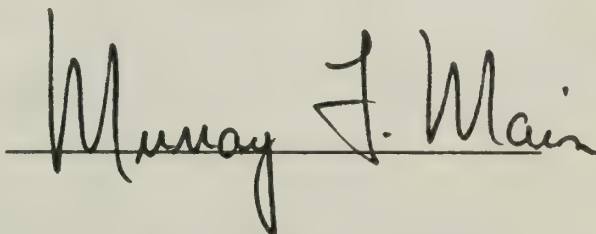
DATE: 1988 April 22
COMM FILE: TEC-74-88
DEPT FILE: 3-9.2

SUBJECT:

Caroline Street North between York Boulevard and Napier Street - Parking Regulations.

RECOMMENDATION

- a) That a "No Stopping Anytime" regulation be implemented on the west side of Caroline Street North commencing at York Boulevard and extending to a point 116 feet southerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



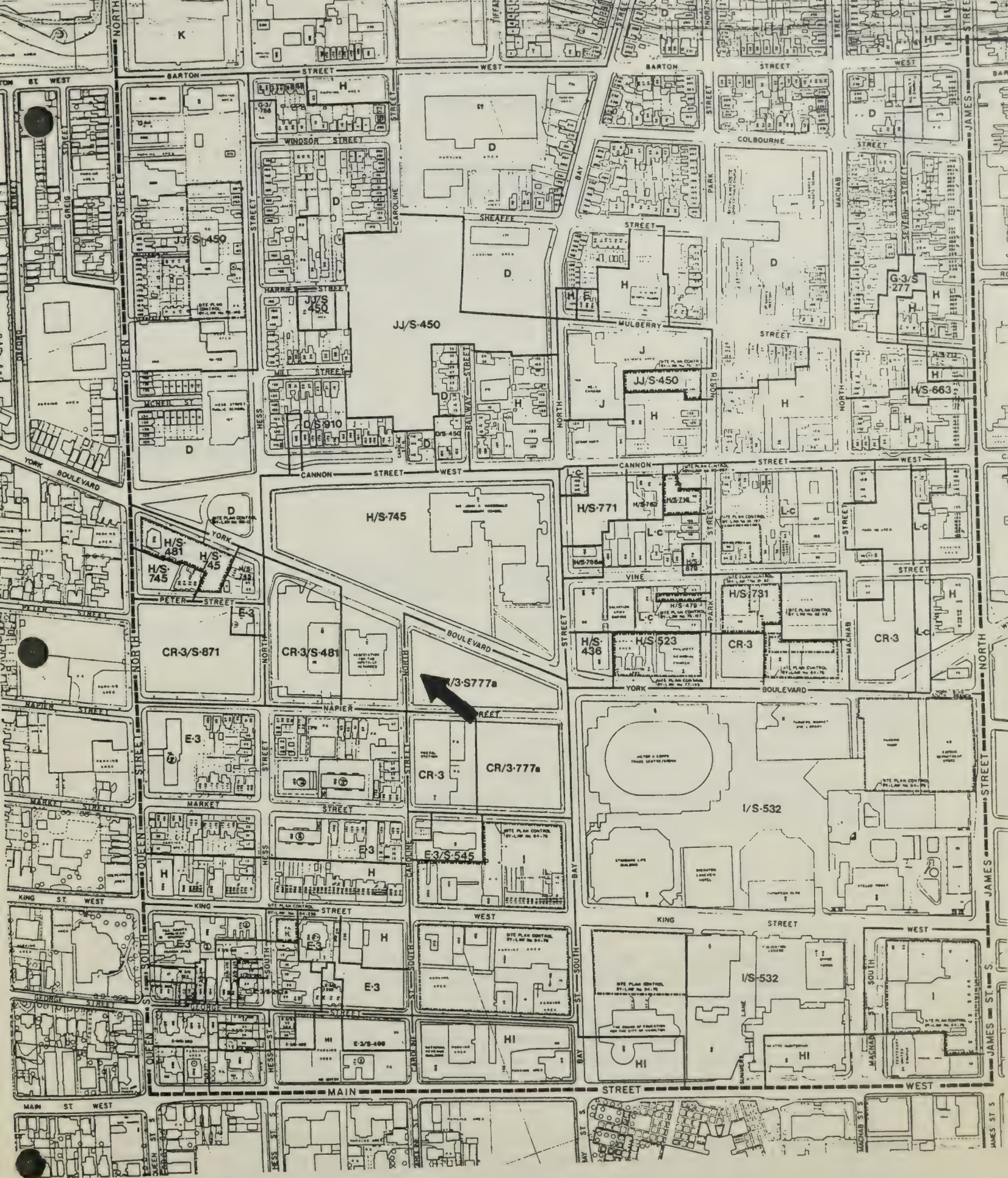
FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Terry Cooke has requested the Traffic Department to investigate the safety of pedestrians on Caroline Street, south of York Boulevard. An unsafe condition was detected related to pedestrians leaving the Hamilton District Association for the Mentally Retarded building on the west side of the street and crossing Caroline from between vehicles stopped to pick up and discharge passengers.

The west side of Caroline between York and Napier in front of the Hamilton District Association for the Mentally Retarded building is presently signed "No Parking", and therefore, vehicles may legally be stopped for the purpose of loading and unloading. However, to improve visibility of pedestrians at this location, it would be appropriate to prohibit stopping on the west side of Caroline between York and the front entrance to the Hamilton District Association for the Mentally Retarded building. The Executive Director of the Association has advised that he concurs with this recommendation since loading and unloading would still be permitted in the southerly half of the block.



FOR ACTION

6(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

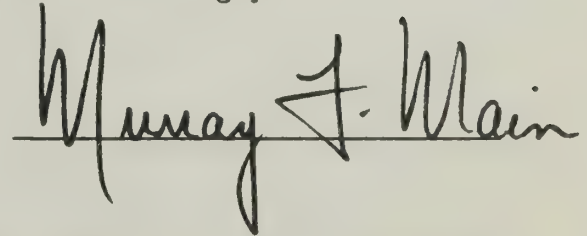
DATE: 1988 April 21
COMM FILE: TEC-81-88
DEPT FILE:

SUBJECT:

Parking Regulations on Tanager Court.

RECOMMENDATION

- (a) That parking be prohibited on both sides of Tanager Court between Meadowlark Drive and the westerly end; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



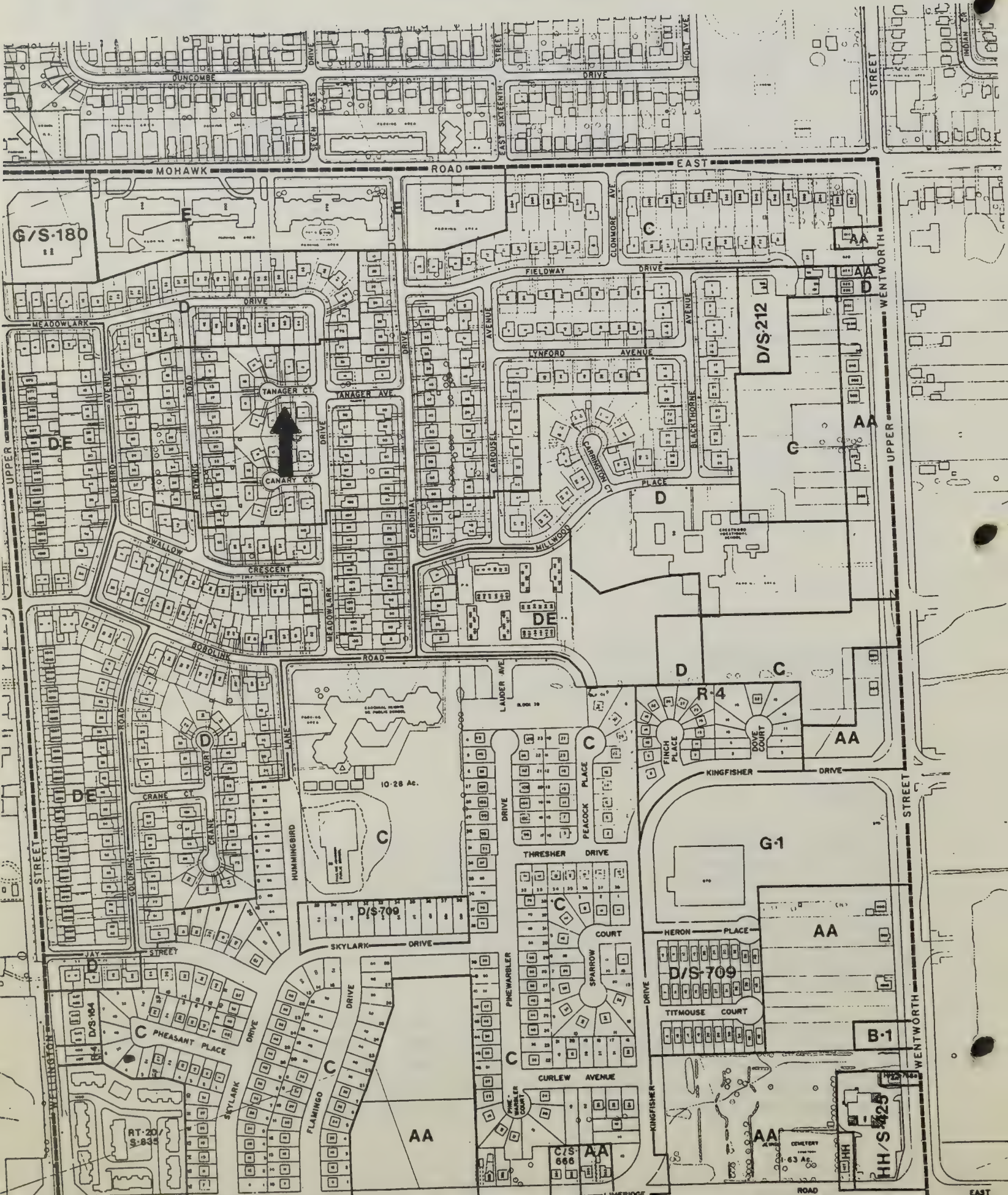
FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department Operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

The Traffic Department has received a petition signed by representatives of six of the ten residential properties abutting Tanager Court, requesting that parking be prohibited on both sides of this street. Presently, there is unrestricted free parking on both sides of Tanager Court, except for a 64 foot parking prohibition on the curved section at the westerly end in front of two residential properties. The resident who circulated the petition has advised that the requested parking prohibition on both sides of the street is to facilitate street maintenance operations.

A parking prohibition on both sides of a local residential street has generally been found to be over-restrictive and unnecessary. However, since all of the abutting residences have off-street parking and since 60% of the abutting residents have indicated their support for the removal of parking in front of their homes, the Traffic Department concurs with this request.



FOR ACTION

6(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 28
COMM FILE: TEC-33-88
DEPT FILE: 3-9.2

SUBJECT:

Initiation of changes to parking regulations on local residential streets.

RECOMMENDATION

That the past practice of initiating personal interest regulations by petition, and safety regulations by the Traffic Department, as appropriate, be continued.

Murray F. Main

FINANCIAL IMPLICATIONS

Polling residents regarding proposed changes to parking regulations on local residential streets would require an additional staff person (at approximately \$22,000 per year) and would increase the stationery and postage budget by an estimated \$38,500 annually.

BACKGROUND

At the 1987 October 05 meeting, the Transport and Environment Committee dealt with an item respecting the parking regulations in front of two residential properties on Sunninghill Avenue. The Traffic Department was directed to report back on a suggestion by Alderman Paul Cowell that "in future, neighbourhoods should be petitioned before items of this nature are dealt with in order to give everyone in the area an opportunity to be apprised of the proposed change". The Traffic Department has considered this matter, and submits the following comments.

It is our interpretation that the suggestion is that questionnaires be sent out by the Committee to residents within a specified distance, as is required by the Planning Act for certain zoning matters. However, it is apparent that there is a distinct difference between zoning matters and parking matters for two reasons:

- (i) Parking matters are usually very personal problems for each individual resident affecting basically the area in front of his/her own home. Zoning matters generally have a more general impact on an entire neighbourhood, and could involve land uses which would be detrimental to neighbourhood amenities.
- (ii) In many instances, parking matters are safety related affecting the pedestrian and motoring public, and therefore, should not be decided on the basis of the opinion of individual residents, but rather on the facts related to safety of the public.

In accordance with the above, it has been a general practice of the Transport and Environment Committee to not initiate changes to parking regulations on local residential streets, except by petition or specific request by the Ward Alderman, unless there has been a significant documented accident problem in which case, changes are initiated by the Department.

It has never been a policy of the Committee, to have the Committee Secretary or the Department poll residents to determine whether or not they wish to have changes in parking regulations. One of the reasons for this policy is the workload of the staff. A second factor is the high cost of stationary and postage. A third problem is that the list of current residents at each address is always several months out of date. However, a more important reason is that when questionnaires are sent out, the response is extremely low such that a majority is rarely, if ever, reached. In order to receive a reasonable response to this type of proposal, personal contact and a bit of "salesmanship" by one's neighbours have been found to be necessary.

The Traffic Department conducts polls of local residents only when the requested change involves the implementation of a time limit or permit parking regulation, where the residents would be required to purchase permits if they wish to park on the street. The reason for polling the residents in such cases is to explain the means of control under that type of regulation, and to determine the number of parking permits that each resident would require. However, as previously noted, the response to questionnaires has generally been very low.

In so far as item (ii) respecting public safety is concerned, the safety needs of the public should over-ride the personal views of individual residents who naturally have a tendency to promote their own immediate interests rather than the public interest, and who are not made aware of what the problem and the public interest may be.

The Traffic Department has averaged approximately 250 reports to the Transport and Environment Committee over the past several years. If questionnaires were to be sent out for each of these reports to a specified area (ie. within 400 feet of a proposed change) the postage and stationary costs for an estimated 87,500 letters annually would be approximately \$38,500 per year. In addition, the workload could not be handled by present staff, and the cost of an additional clerical position in either the City Clerk's or Traffic Department would be an additional \$22,000 per year.

In light of the above considerations, the Traffic Department recommends that the past practice of requesting petitions by residents be continued.

REFERRED BACK BY CITY COUNCIL ON APRIL 26, 1988

FOR ACTION

6 (F)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 29
COMM FILE: TEC-62-88
DEPT FILE:

SUBJECT:

West side of Elgar Avenue between Limeridge Road West and Fassett Avenue
- Parking Regulations.

RECOMMENDATION

That parking be prohibited on the west side of Elgar Avenue between Limeridge Road West and Fassett Avenue; and

That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

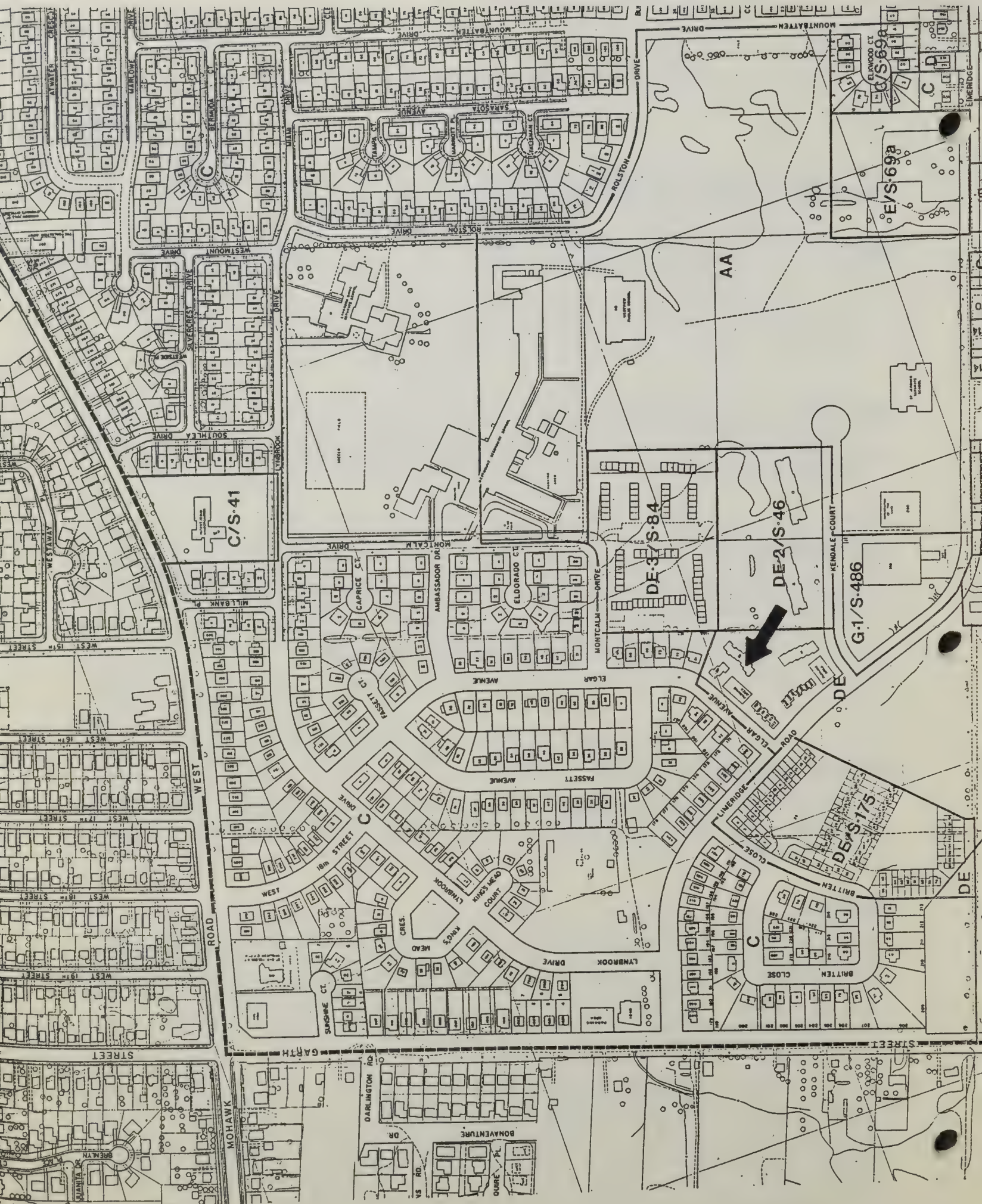
FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman Don Ross has forwarded to the Traffic Department a copy of a petition requesting that parking be prohibited on the west side of Elgar Avenue in the block between Limeridge Road and Fassett Avenue. Presently, there is a "No Parking" corner clearance on the west side of Elgar between Limeridge and a point 112 feet northerly, and there is unrestricted free parking on both sides of the street for the remainder of the block.

The Traffic Department supports the principle of removing parking from one side of 28 foot wide streets such as this to facilitate the movement of traffic and driveway movements. The residents of the townhouse development at the north-east corner of Elgar and Limeridge were not consulted regarding the removal of parking, but have off-street parking provided. Therefore, since representatives of 11 of the 12 single family homes in the block have signed the petition, the Traffic Department supports the request.



FOR ACTION

7(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

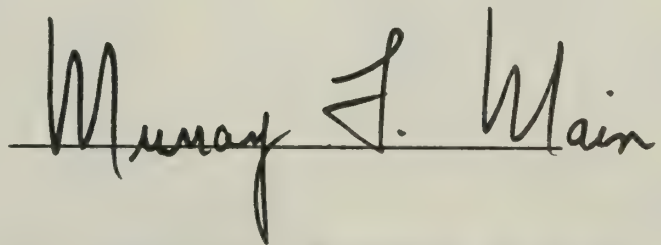
DATE: 1988 April 21
COMM FILE: TEC-78-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Whitney Avenue and Emerson Street - Intersection Control.

RECOMMENDATION

- a) That three-way stop control be implemented at the intersection of Whitney Avenue and Emerson Street; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



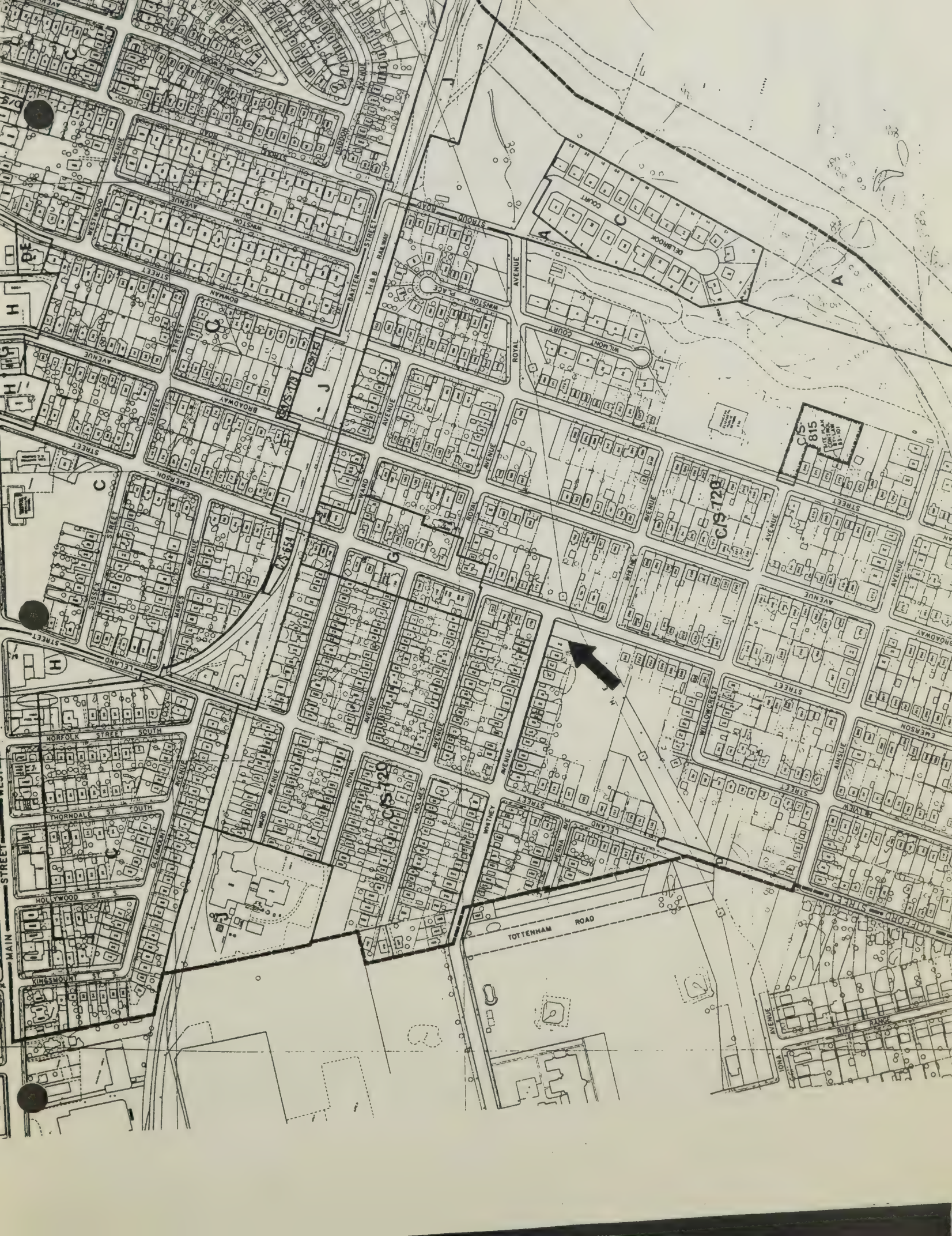
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND

Alderman Mary Kiss recently asked the Traffic Department to investigate the possibility of implementing three-way stop control at the intersection of Whitney and Emerson. This intersection is a "T" shaped intersection, and presently, eastbound traffic on Whitney is required to stop for northbound and southbound traffic on Emerson.

An investigation has revealed that although there is no documented accident problem at this intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two collector streets. Therefore, the Traffic Department concurs with the request for three-way stop control at this intersection.



C15 120

C15 815

C15 120

TOTTENHAM ROAD

MAIN STREET

NORFOLK STREET SOUTH

THORNDALE STREET SOUTH

HOLLYWOOD STREET

KINGSTOWN

WILSON AVENUE

STREET

AVENUE

STREET

STREET

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7(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

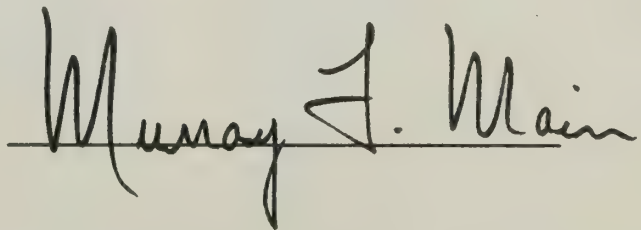
DATE: 1988 April 21
COMM FILE: TEC-79-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Weir Street North and Dunsmure Road - Intersection Control.

RECOMMENDATION

- a) That four-way stop control be implemented at the intersection of Weir street north and Dunsmure Road; and
- b) That the City Traffic By-law 66-100 be amended accordingly.


Murray F. Main

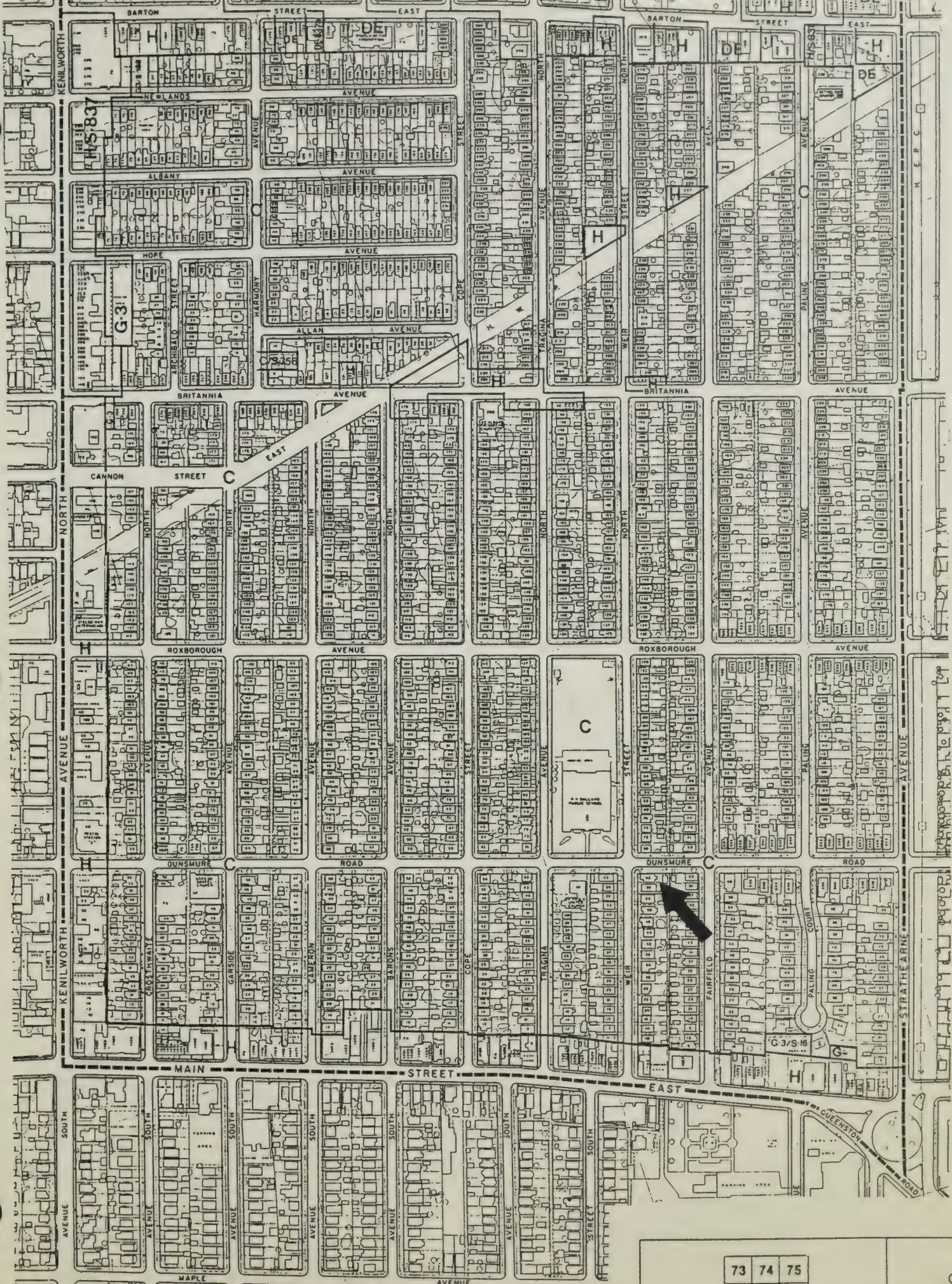
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND

The Traffic Department recently reviewed conditions in the vicinity of W. H. Ballard Elementary School, as a result of receiving letters from representatives of the school and the Hamilton Board of Education, requesting that four-way stop control be implemented on all of the intersections adjacent to the school.

After reviewing conditions in the area, it has been determined that the intersection of Weir and Dunsmure meets at least one of the criteria respecting the use of all-direction stop control at intersections, since the intersection is immediately adjacent to front door of a school. Therefore, although the intersection has been operating safely, the Traffic Department recommends that four-way stop control be implemented at this intersection.



73	74	75
34	66	105
36	9	52

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This is not a Legal Document

7(c)

FOR ACTION

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 April 22
COMM FILE: TEC-82-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Clifton Downs Road and Bonaventure Drive - Intersection Control.

RECOMMENDATION

That no action be taken on the request for three-way stop control at the intersection of Clifton Downs and Bonaventure (between Hadeland Avenue and Colgate Court).

Murray F. Main

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

The implementation of northbound and southbound stop signs on Clifton Downs Road at Bonaventure Drive would result in increased motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND

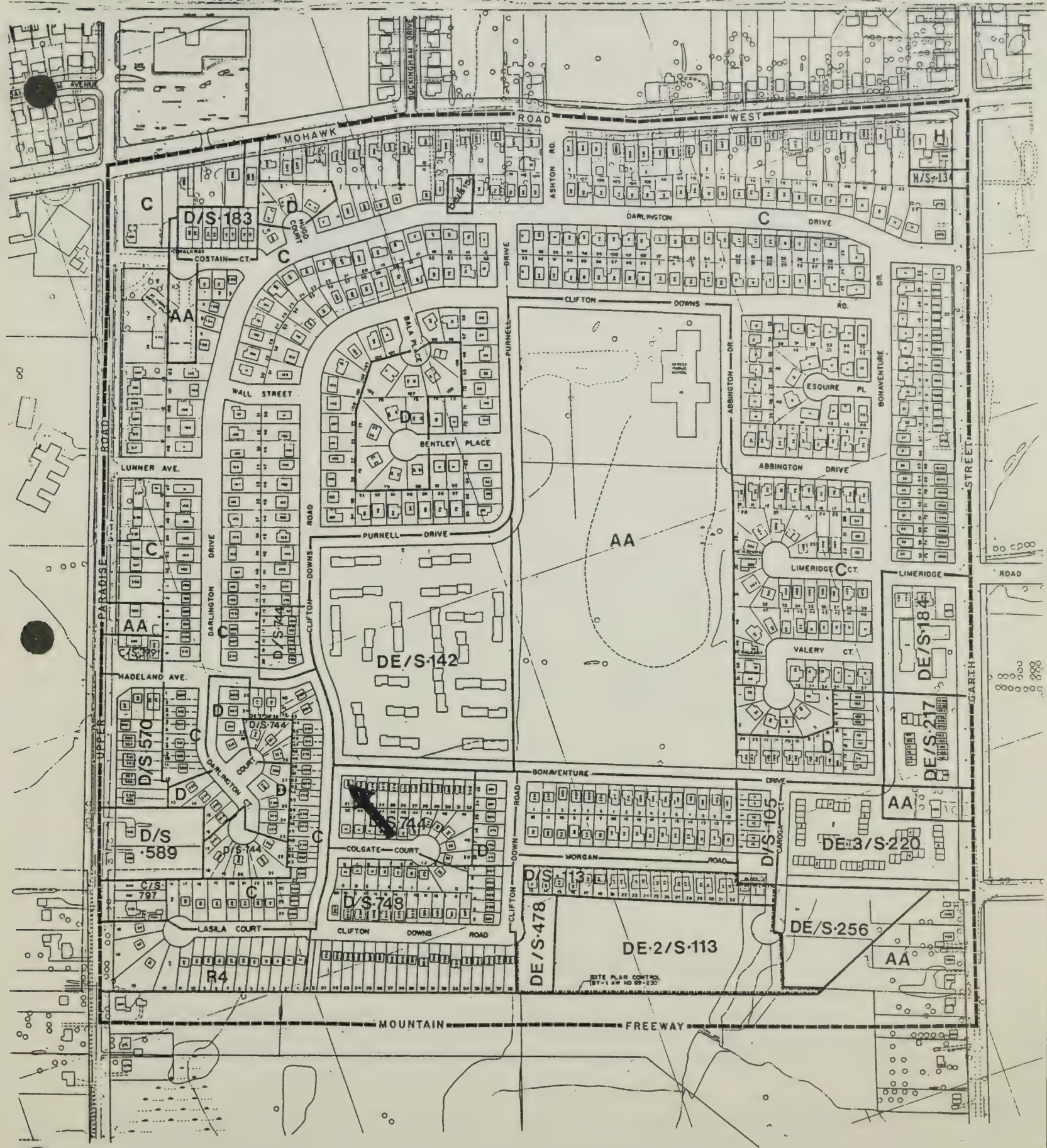
Alderman Tom Murray recently advised of a request that three-way stop control be implemented at the intersection of Clifton Downs and Bonaventure (between Hadeland and Colgate). Presently, westbound traffic on Bonaventure is required to stop for northbound and southbound traffic on Clifton Downs.

This three leg intersection has operated safely for the past several years, since there has been only one reported accident at this intersection in at least the last 10 years. This accident occurred when a westbound vehicle on Bonaventure stopped for the stop sign and was rear ended by another westbound vehicle. The installation of stop signs on Clifton Downs would not have prevented this accident, and in no way would improve the accident record.

Northbound and southbound traffic on Clifton Downs presently stops at Hadeland (300 feet north of Bonaventure) and at Clifton Downs/Lasila (450 feet south of Bonaventure), and an additional stop location in this three block section of street would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all direction stop control should be implemented at an intersection. None of the criteria are met at this location at this time.

For the above noted reasons, the Traffic Department cannot recommend that three-way stop control be implemented at the intersection of Clifton Downs and Bonaventure at this time.



7(d)

FOR ACTION

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 April 26
COMM FILE: TEC-87-88
DEPT FILE:

SUBJECT:

Intersection of Sterling Street and Forsyth Avenue - Intersection Control.

RECOMMENDATION

That four-way stop control be initiated at the intersection of Sterling Street and Forsyth Avenue.

Murray F. Main

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacture, installation and maintenance of the proposed signs.

BACKGROUND

The Executive Director of Development and Public Relations of McMaster University has advised of concerns of motorists which have been voiced primarily by residents in the area. The principle concern is the residents are delayed when they attempt to enter Sterling Street from Forsyth Avenue, which is under the control of two-way stop. Other concerns deal with behavioural problems which result in erratic driving at the intersection at certain times of the day.

The intersection is one of the major entrances to the University Campus, and not only does Sterling Street carry a relatively heavy volume of traffic to and from the campus, but also Forsyth Avenue serves to some degree as an external service road for campus movements. The past collision rate is somewhat unsatisfactory, with an average of 3.4 collisions reported per year in recent years.

Conditions at the intersection, therefore, meet one or more of the criteria for four-way stop control, and the University representative has indicated that she supports this type of control at the intersection. Detailed studies have determined that four-way stop control is technically appropriate at this intersection.

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FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

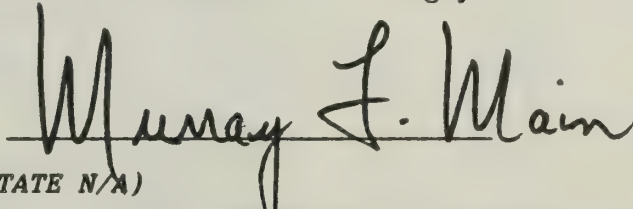
DATE: 1988 April 20
COMM FILE: TEC-73-88
DEPT FILE:

SUBJECT:

Chedoke Avenue, south of Aberdeen Avenue - Corner Clearance.

RECOMMENDATION

- (a) That stopping be prohibited on the west side of Chedoke Avenue between Aberdeen Avenue and a point 36 feet southerly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND

Alderman Terry Cooke recently requested that an investigation be made into the need for corner clearances on Chedoke Avenue, south of Aberdeen Avenue to improve conditions for pedestrians crossing at this location. Presently, there is an "Alternate Side Parking" regulation on Chedoke such that parking is prohibited on the east side of the street during the winter months.

An investigation revealed that although there are no painted crosswalks at this intersection, vehicles are frequently being parked too close to Aberdeen contrary to the general by-law provision which prohibits stopping within 20 feet of any marked or unmarked crosswalk. In order to improve conditions at this location, the Traffic Department issued a work order to erect "No Stopping" signs on the east side between Aberdeen and a point 30 feet southerly. However,

because of the geometry of the intersection, it will be necessary to enact the by-law to implement a longer corner clearance on the west side of the street.

The proposed stopping prohibition will result in a loss of approximately one legal on-street parking space. However, all of the residential properties in this immediate vicinity have off-street parking provided, and parking would still be permitted on one side of Chedoke for the remainder of the block. Therefore, the proposed stopping prohibition should not result in any parking problems for area residents.



FOR ACTION

9

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

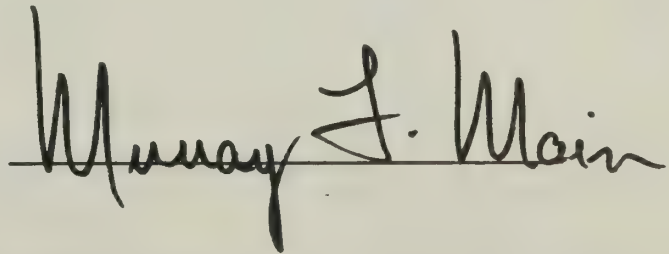
DATE: 1988 April 22
COMM FILE: TEC-77-88
DEPT FILE: 3-9.5

SUBJECT:

No. 117 Inchbury Street - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 380903 A.B. to the property owner at No. 117 Inchbury Street be discharged, at the property owner's expense; and,
- b) That the City Solicitor be directed to process the documents in relation to the discharge to this agreement; and,
- c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking agreement.



FINANCIAL IMPLICATIONS

In accordance with present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

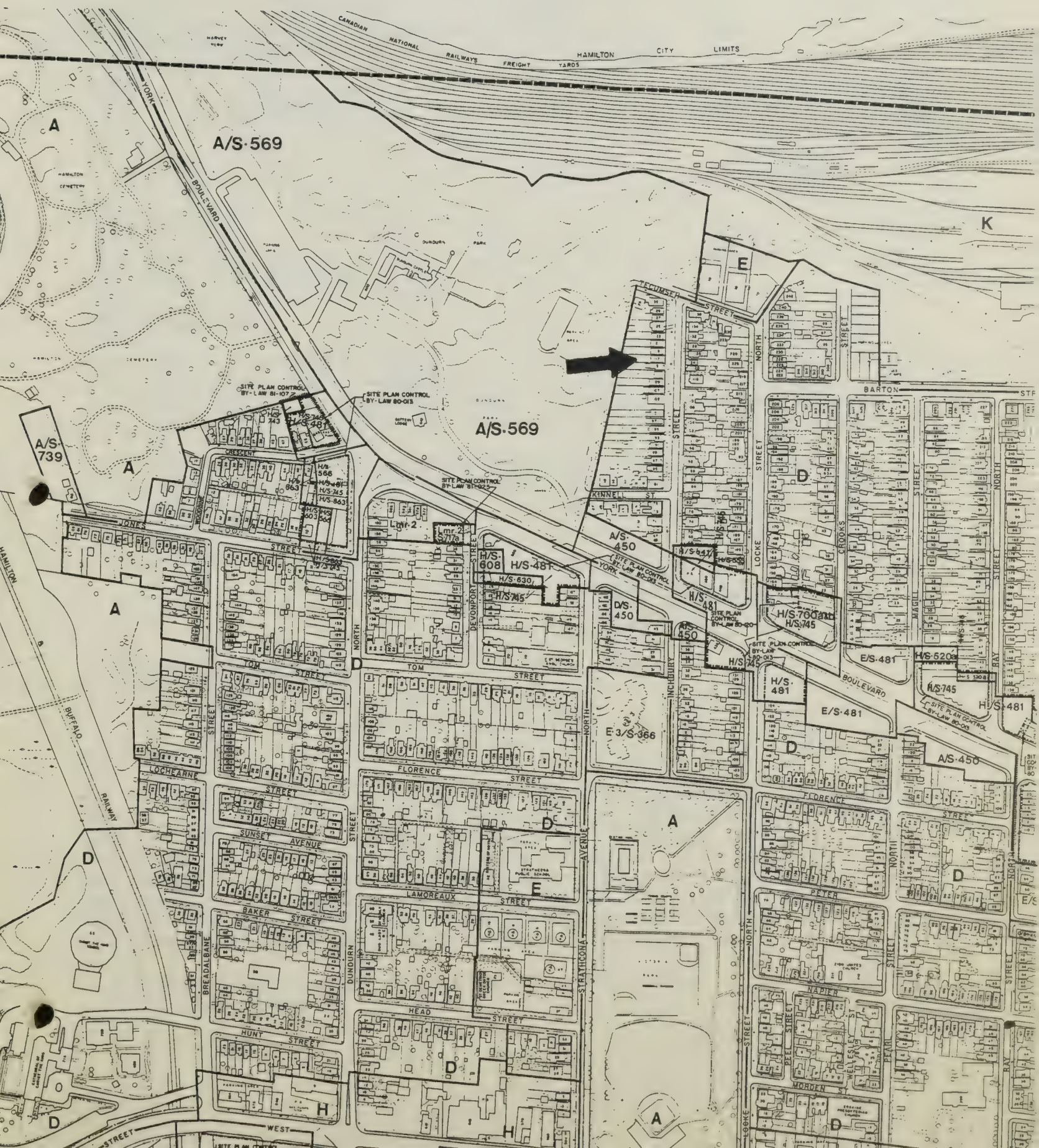
BACKGROUND

In 1975, the former City Engineering Department approved an application by the owner of the property at No. 117 Inchbury Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1975 July 08.

The present owner of the property has written to the Traffic Department to request that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

In accordance with present City Council policy, the new agreement would require the property owner to pay the City \$20.00 annually to cover the cost of insuring the City against liability and administrative costs, in place of the existing \$300,000.00 public liability insurance policy.

cc: Mr. K. A Rouff
City Solicitor



10

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

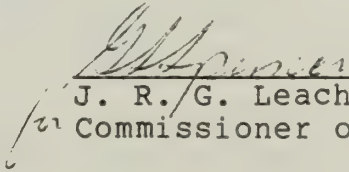
DATE: 1988 April 25
COMM FILE: 3-11.6
DEPT FILE: T111-31
ID#0010D

SUBJECT:

Termination of Lease of Road Allowance of Robert Street Adjacent to
224 James Street North

RECOMMENDATION

- (a) That the agreement being Instrument No. 15816 C.D. registered on June 25, 1976 between the City and Mattina Bros. Hardware and Plumbing Supplies covering a portion of the Robert Street road allowance adjoining 224 James Street North be terminated.
- (b) That Mattina Bros. Hardware and Plumbing Supplies remove all encroachments covered under the Agreement from the Robert Street road allowance within thirty (30) days after written notice is given.



J. R. G. Leach

Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

On October 28, 1975, City Council in adopting Item 8 of the 34th Report of the Traffic and Engineering Committee approved the application of Mattina Bros. Hardware and Plumbing Supplies to lease a portion of the Robert Street road allowance (10' by 50') abutting 224 James Street North for a storage and display site for its retail merchandise. On February 10, 1976, Council in adopting Item 6 of the Traffic and Engineering Committee approved the amendment of the previous resolution to include a chain link fence.

A storage shed has been erected on the site and it is enclosed with a chain link fence.

- page 2 -
April 25, 1988

Termination of Lease of Road Allowance of Robert Street
Adjacent to 224 James Street North

Cont'd

Phase V of the Downtown Hamilton Action Plan includes improvements to James Street North from Vine Street to the C.N.R. tracks. This includes streetscaping on intersecting streets to a logical terminus point around each corner which includes the Mattina Brothers' encroachment on the north east corner of James and Robert Streets.

The Downtown Action Plan Co-ordinating Committee reviewed this situation at its meeting held 1988 April 14 and adopted the following motion:

"That City Council terminate the existing encroachment between the City of Hamilton and the owner of 224 James Street North that is at the pleasure of City Council, so that landscaping of this area can be included in Phase V of the Downtown Hamilton Action Plan".

The Committee members felt that, for aesthetic reasons, this encroachment if allowed to remain would be dramatically opposed to the beautification that will be achieved through implementation of Phase V of the Downtown Hamilton Action Plan.

The following recommendations will be presented to the April 27, 1988 meeting of the Planning and Development Committee:

- (a) That, the Transport and Environment Committee be requested to terminate the encroachment agreement between the City of Hamilton and the owner of 224 James Street North (Mattina Brothers Hardware).
- (b) That, the Regional Engineering Department be directed to take the necessary action with respect to (a) above.

- page 3 -
April 25, 1988

Termination of Lease of Road Allowance of Robert Street
Adjacent to 224 James Street North

Cont'd

We have prepared this report so that undue delay will not occur
if a decision is made to terminate the agreement.

RPM/sm

~~RPM~~
cc: E. W. Kowalski, Director
Community Development
Your file 800-0602.5

cc: K. A. Rouff
City Solicitor
Your file 80-10.8

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

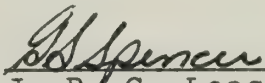
DATE: 1988 April 22
COMM FILE:
DEPT FILE: S610-03
ID#0045D (26)

SUBJECT:

Incorporating Certain Lands into Carriage Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 36, Plan 62M-434 and Block 17, Plan 62M-479 (being 0.30m reserves) into Carriage Drive.


for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of both blocks mentioned above and it is necessary that these blocks be incorporated into Carriage Drive to provide access to the subdivision in the centre (commonly known as Park Plaza Estates Addition) registered as Plan 62M-529.

HMS:lj

dmf

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F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 21
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(8)
ID#0010D (33)

SUBJECT:

Temporary Road Closure - Curb Lanes of James Street North from Murray Street to Barton Street; Sidewalk Sale, May 28, 1988, from 7:00 a.m. to 6:00 p.m. Jamesville B.I.A.

RECOMMENDATION

That the application of Meri Oliver, on behalf of the Jamesville B.I.A., requesting permission to temporarily close the east and west curb lanes of James Street, from Murray Street to Barton Street, on Saturday, May 28, 1988, from 7:00 a.m. to 6:00 p.m. be approved subject to the following:

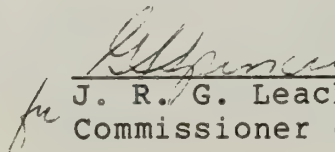
- a) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City and Region as added insured parties with a provision for cross liability, and holds the City harmless from all actions, interest, claims, demands, costs, damages, expenses and loss;
- b) That the applicant reimburse the Regional Police, and the Hamilton Street Railway for any extra costs incurred by these agencies;
- c) That no property owner or resident within the barricaded area will be denied access to their property upon request;
- d) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department and at the expense of the organizing group;
- e) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton or the Region;

- page 2 -
April 21, 1988

Temporary Road Closure - Curb Lanes of James Street North from Murray Street to Barton Street; Sidewalk Sale, May 28, 1988, from 7:00 a.m. to 6:00 p.m. Jamesville B.I.A.

Cont'd

- f) That the applicant meet with the Commissioner of Engineering immediately prior to the event to determine the exact location of the sidewalk sale areas, upon consideration of actual construction zones.
- g) That only that portion of the curb lanes where metered parking is allowed will be closed off. All no parking, no stopping, loading zones and bus stop areas shall remain open. South of each intersection, appropriate construction lane closure signing should be erected in accordance with the M.T.C. "Traffic Control Manual For Roadway Work Operations".
- h) That the applicant be responsible for bagging the meters and erecting the recommended signing.



J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from the Jamesville B.I.A. for permission to temporarily close the curb lanes of James Street North between Murray Street and King William Street for the purposes of holding a sidewalk sale.

The location of the proposed closure is shown on the attached plan and is as follows:

James Street - from Murray Street to King William Street on:

Saturday, May 28, 1988 - 7:00 a.m. to 6:00 p.m.

- page 3 -
April 21, 1988

Temporary Road Closure - Curb Lanes of James Street North from Murray Street to Barton Street; Sidewalk Sale, May 28, 1988, from 7:00 a.m to 6:00 p.m. Jamesville B.I.A.

Cont'd

The portion of James Street between Murray Street and Barton Street is a City Street.

This matter has been discussed with the Police Department and the Hamilton Street Railway. Two lanes of traffic will be maintained and none of the cross streets will be blocked off.

Council in the past, has approved similar requests for this type of event. Regional Council approval will be requested for this event.

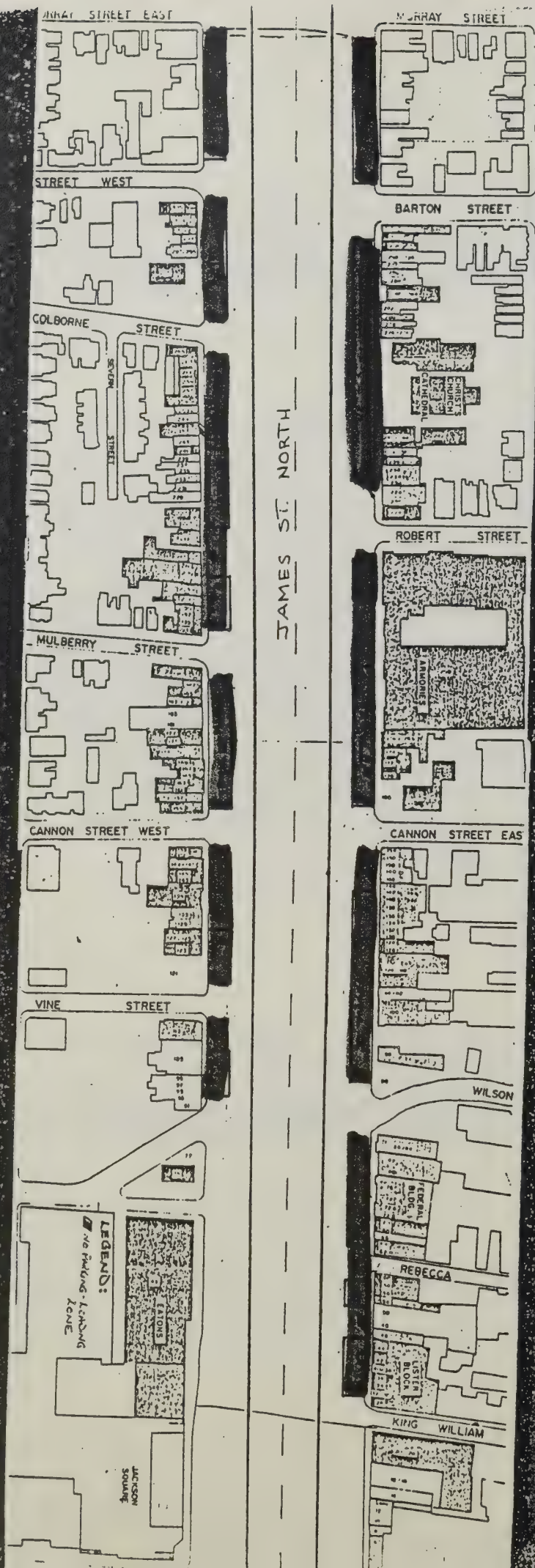
The location of the sidewalk sale areas shall be to the satisfaction of the Commissioner of Engineering, upon consideration of actual construction zones. It is expected that construction will be ongoing in certain areas of James Street during the sidewalk sale. Therefore, the applicant has agreed to meet with representatives of this department to determine the actual locations available for the sidewalk sale. In this manner, hazards to pedestrians will be kept to a minimum.

RPM:sm
Attach.

cc: Mr. E. Kowalski, Director of Community Development
cc: Mr. D. Onishi, Engineering Services
cc: Mr. Glen Campbell, H.S.R.
cc: Mr. M. Main, Director of Traffic Services
cc: Staff Sergeant Gene Williams, Regional Police

T103-23(8)

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F O R A C T I O N

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REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 25
COMM FILE: 3-11.4
DEPT FILE: S701-47
ID#0043D (64)

SUBJECT:

Plan of Subdivision for "ALMAS GARDENS - PHASE 5", Hamilton

RECOMMENDATION

- (a) That the submitted schedules for the estimated cost of services in "Almas Gardens - Phase 5", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (c) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (d) That the City's share of the cost of services internal to the subdivision (\$75,722.00) be approved and that the Executive Committee recommend the source of funding for this project.
- (e) That the City's share of the cost of services outside the limits of subdivision (\$139,930.00) be provided from account number 0408-37340.

J.R.G. Leach
for J.R.G. Leach
Commissioner of Engineering

Continued . . .

Plan of Subdivision for "ALMAS GARDENS - PHASE 5"

Continued . . .

Financial Considerations

Cost sharing for Internal Services is in accordance with standard City policies. The estimated City share for the cost of the services to be installed in "Almas Gardens - Phase 5" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE CONSIDERED</u>
Curbs and Walks	\$14,297.00
Catch Basins and Connections	55,095.00
Street Lighting	<u>3,330.00</u>
 TOTAL CITY SHARE	 <u>\$75,722.00</u>

A portion of the City share (\$27,212.00) is non recoverable due to extra strength asphalt and extra width asphalt on some of the streets. The balance of (\$48,510.00) is recoverable when adjacent lands develop. The estimated cost of the Subdivider's share of the City Services is estimated to be \$331,073.83. The City share for services external to the subdivision is \$139,930.00 and is to be charged to account number 0408-37340.

Background

Clause 21(b) of the 20th report of the Planning and Development Committee, as adopted by City Council at its' meeting held on October 27, 1987, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owners of these lands are Frank Husak Limited and DiCenzo Construction Company Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of forty-seven (47) lots for single family residential use.

For the Committee's information the submitted Schedules provide for the construction of City sidewalks, curbs and roadway previously approved by City Council, at the intersection of Upper Horning Road and Stone Church Road.

Continued . . .

-page 3-
April 25, 1988

Plan of Subdivision for "ALMAS GARDENS - PHASE 5"

Continued . . .

We are recommending this arrangement because the City works will have to be connected to the subdivision work and this arrangement is more economical to the City and less disruptive to the public than calling a separate contract through the Region.

CAU:clc

cc: J. Schatz, Secretary, Executive Committee
cc: B. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department.

F O R A C T I O N

14

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 April 25
COMM FILE:
DEPT FILE: S723-35
ID#0045D (23)

SUBJECT:

Additional Cost Sharing - "Wellington Chase - Phase 1, Stage 2",
Subdivision Agreement, Hamilton

RECOMMENDATION

That the City's share of the cost of sewer and water services, curbs, sidewalks and final roads for "Wellington Chase - Phase 1, Stage 2" be increased by \$6,771.00 to \$87,489.11 and that the Executive Committee recommend the source of funding for these additional costs.

J. R. G. Leach
for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved Amount</u>	<u>Amounts Now Required</u>
Sidewalks & Curbs	\$11,441.25	\$11,441.25
Final Roads	\$35,619.86	\$35,619.86
Catch basins & connections	\$ 2,825.00	\$ 2,825.00
Street Lighting	\$ 1,655.00	\$ 1,655.00
Watermains	\$ 8,751.00	\$ 8,751.00
Sewers	\$19,974.00	\$26,745.00
Dead End Barricades	\$ 452.00	\$ 452.00

Cont'd

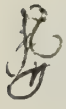
- page 2 -
April 25, 1988

Cont'd

BACKGROUND

Item 7 of the sixth report of the Transport and Environment Committee, as adopted by City Council on March 31, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands. The present owner of these lands is Wellington Chase Inc.

For the Committee's information, the additional funds are required due to unforeseen rock and soil conditions.

 TLH:lj

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Executive Committee

F O R A C T I O N

15(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 April 25
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0043D (67)

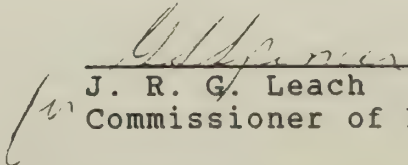
SUBJECT:

Temporary Street Closure
Forestgate Drive - Street Picnic
Monday, May 23, 1988 (5:00 p.m. - 9:00 p.m.)

RECOMMENDATION

That the application of John Locke to close a portion of Forestgate Drive from Appleford Road to #107 Forestgate Drive on Monday, May 23, 1988 from 5:00 p.m. to 9:00 p.m., to hold a neighbourhood picnic, be approved during the pleasure of Council provided:

1. That all barricading, signing and traffic control are subject to the supervision and direction of the Regional Police Department and at the expense of the organizing group.
2. That clean-up of the street will be carried out immediately following the event and at the expense of the organizing group.
3. That no resident within the barricaded area will be denied access to his property upon request.
4. That alcoholic beverages are not to be served or consumed on the road allowance.
5. That the organizing group shall provide proof of public liability insurance in the amount of \$1,000,000.00 naming the City of Hamilton as an added insured party with a provision for cross liability and shall hold the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses, and loss.



J. R. G. Leach
Commissioner of Engineering

Continued . . .

-page 2-
April 25, 1988

Temporary Street Closure

Continued . . .

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

We have received a request from Mr. J. Locke, agent on behalf of the residents of Forestgate Drive, requesting permission to close a portion of Forestgate Drive on Monday, May 23, 1988 to hold a neighbourhood picnic.

^{CVB}
CVB:clc

pm

15(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 27
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0043D (79)

SUBJECT:

Temporary Street Closure - Bicycle Road Race
Sunday, May 29, 1988 (12:00 noon to 4:00 p.m.)

RECOMMENDATION

That the following City streets be temporarily closed from 12:00 p.m. to 4:00 p.m., Sunday, May 29, 1988, in order that Scattolon Cycle Intenational may hold a bicycle race:

- (i) Aberdeen Avenue - from Queen Street to Bay Street
- (ii) Bay Street - from Aberdeen Avenue to Herkimer Street.

be approved during the pleasure of City Council provided:

- a) That Council of the Region of Hamilton-Wentworth approve the proposal;
- b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- c) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways, and at the expense of the organizing group;
- d) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

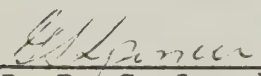
Continued . . .

-page 2-
April 27, 1988

Temporary Street Closure - Bicycle Race

Continued . . .

- e) That the applicant provide proof of \$1,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- f) That the applicant reimburse the Regional Police; Department of Engineering; City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.
- g) That no property owner or resident within the barricaded area will be denied access to their property upon request.



J. R. G. Leach

for Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Jay Stradwick, agent on behalf of Scattolon Cycle International, to hold a bicycle race on Sunday, May 29, 1988 from 12:00 p.m. to 4:00 p.m.

CVB:clc

RDm

cc: Staff Sgt. G. Williams, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

APR 25 1988



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

16

ID 0788D(108)

April 20, 1988

Refer to File No. T108-01
Attention of L. Franco
Your File No

The Corporation of the
City of Hamilton
City Clerk's Department

Att: R. C. Prowse, Secretary
Transport & Environment Committee

Railway Signal Crossings on Regional Roads

Gentlemen:

The Engineering Services Committee at its meeting of April 11, 1988, considered a report from the Commissioner of Engineering (copy attached) on railway signal crossings.

Alderman H. Merling, who was in attendance at this meeting, agreed with the Committee that a joint meeting of the Engineering Services Committee and the Transport & Environment Committee be held with representatives from the National Transport Agency of Canada to discuss crossing protection.

Would you kindly have this matter brought before the Transport & Environment Committee for their consideration so that a combined meeting can be arranged.

L. Franco
L. Franco, Secretary
Engineering Services Committee

:cd
Attach.



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

I-9

I.D. #0004D (16)

February 26, 1988

Refer to File No.

Attention of

Your File No.

T108-01
E.M. Gill

MR. CHAIRMAN AND MEMBERS
ENGINEERING SERVICES COMMITTEE

RAILWAY SIGNAL CROSSINGS ON REGIONAL ROADS

ENG 88-065

Members of the Committee:

ORIGIN

As a result of the most recent train-vehicle accident at the Mount Albion Road crossing, the Engineering Services Committee requested staff to prepare a report on railway signal crossings within Hamilton-Wentworth Region.

ANALYSIS

The National Transport Agency of Canada (NTA), formerly the Canadian Transport Commission, is the governing body which dictates specific railway crossing improvements, decides on cost-sharing, and provides funding for their improvements. The Railway Safety Branch, a group within the NTA, monitors and reviews the status of railway crossing signal protection. Based on its findings, the Railway Safety Branch, with the agreement of the Municipality and the Railway Company, recommends to the NTA the required improvements for a railway crossing. Contingent on the availability of funding from the NTA such crossing improvements are carried out.

Currently there are four levels of protection that can be installed at a railway crossing:

- (1) Reflectorized crossing signboards (cross bucks) (S),
- (2) Flashing signals and electronic bells (LB),
- (3) Flashing signals, electronic bells and gates (LBG),
- (4) The separation of a railway crossing from the road by means of a bridge structure (grade separation) (GS).

Cont'd...

RAILWAY SIGNAL CROSSINGS ON REGIONAL ROADS

ANALYSIS (cont'd)

Exposure Index is one of the measures used to address the level of signal protection required at a crossing. The Exposure Index is the product of the number of trains per day multiplied by the existing daily road traffic volume (AADT).

In general, the Railway Safety Branch establishes the level of signal protection by the following Exposure Index ranges:

<u>TYPE OF PROTECTION</u>	<u>EXPOSURE INDEX RANGE</u>
Grade Separation (GS)	150,000 Plus
Lights, Bells and Gates (LBG)	100,000 - 150,000
Lights and Bells (LB)	1,000 - 100,000
Signboards (S)	Less than 1,000

The site-specific level of protection at a railway crossing is also governed by other factors such as: train speed; train frequency; train scheduling; sight lines; road level of service; track structure (single or multi track); traffic accidents; and road-rail geometrics.

As shown on the attached list, there are 60 railway lines, identified by a Subdivision name, that cross Regional Roads. Seven of the 60 railway lines are protected by a signboard. The remaining 53 lines are protected by various signal types at 49 locations, some of which involve more than one line. Forty-six of the 49 signals are fully or partially funded by the Region. Of the remaining three, one is funded by the Railways, and the remaining two are funded by an industry as a private crossing.

Regional staff have information on the Exposure Index and on the accident history of railway crossings, and this information was used to prepare an initial assessment of the suitability of protection at each crossing. Where the existing protection was not the same as that indicated by the initial assessment, the crossing was reviewed on site with NTA staff. It was discovered that all railway crossings on Regional Roads have appropriate protection except for the Grimsby Subdivision crossing on Gage Avenue, which can be brought up to standard by adding cantilevered signals over the centre lanes, in addition to the existing signals, bells and gates. An application to the NTA to upgrade this crossing is being prepared by staff.

Cont'd...

RAILWAY SIGNAL CROSSINGS ON REGIONAL ROADS

ANALYSIS (Cont'd)

Railway crossings are monitored by municipal and NTA staff and changes made to the type of protection provided if conditions warrant. For example, the NNW Subdivision crossing on Ottawa Street North is soon to be upgraded from flagmen and signboards protection to lights, bells and gates. Changes in traffic signal operation at the CP Beltline Subdivision crossings at Main/Gage and at Barton Street East have resulted in a dramatic improvement in accidents at those locations.

The reduction in rail service on some lines, especially the CN Hagersville Subdivision, has also had an impact on accident rates, and no train/vehicle collisions have occurred on Regionals Roads in the past two years.

A number of level crossings which have the maximum protection available for level crossings warrant grade separations, but in recent years, no funding has been available from the federal government to grade-separate these crossings.

RECOMMENDATION

It is recommended that this report be received for information.

J.R.G. Leach

for J.R.G. Leach
Commissioner of Engineering

EMG/JC:ln
Encl.

RAILWAY CROSSINGS ON REGIONAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.M.D.T. or N.A.D.T.	Notes
1005	Barton St.	CNR	Oakville	0.17 Caroline St.	S	6 350	Traffic signals modified
1006	Barton St.	TH&B	Belt Line	1.20	L&B	19 400	
1021	Burlington St.	CNR	HMC Spur	0.25 & 0.37	L&B	16 080	
1022	Burlington St.	CNR	HMC Spur	0.06 & 0.44	L&B	16 080	
1024	Burlington St.	CNR	Pirestone Lead	0.35	L&B	36 800	
1025	Burlington St.	STELCO	Irondale Lead	0.00	L, B&G	21 250	
1027	Cannon St.	CNR	Hagersville	0.53	L&B	14 450	
1049	Main Street	CNR	Hagersville	0.93	L&B	25 190	
1050	King Street	CNR	Hagersville	0.86	L&B	19 200	
1053	Wilson Street	CNR	Hagersville	0.68	L&B	12 390	
1055	Barton Street	CNR	Hagersville	0.29	L, B&G	14 890	Installation of Cantilever flashing lights required.
1057	Gage Avenue	CNR	W&W	2.00	L&B	8 440	
1058	Gage Avenue	TH&B	Belt Line	1.95	L&B	8 440	
1059	Gage Avenue	CNR	Grimsby	41.57	L B&G	11 750	
1060	Gage Avenue	TH&B	Westinghouse Br.	0.36	L&B	11 750	
1061	Grays Road	CNR	Grimsby	36.97	L, B&G	5 800	
1076	King Street	TH&B	Belt Line	0.70	L&B	18 340	
1089	Main Street	TH&B	Dundas Connection	0.24	L, B&G	22 000	
1090	Main Street	TH&B	Belt Line	0.50	L&B	19 920	Traffic signals modified
1103	Rymal Road	CNR	Hagersville	7.12	L&B	13 685	
1104	Ottawa St.	CNR	Grimsby	41.02	L, B&G	10 370	
1105	Ottawa St.	CNR	W&W	2.53	S	10 370	
1106	Parkdale Ave.	CNR	W&W	4.10	L&B	10 790	
1107	Parkdale Ave.	CNR	Grimsby	39.50	L, B&G	11 680	
1115	Sherman Ave.	CNR	W&W	1.46	L&B	6 830	LBG to be installed
1116	Sherman Ave.	TH&B	Belt Line	2.49	L&B	6 830	
1117	Sherman Ave.	CNR	Grimsby	42.07	L, B&G	6 830	
1131	Victoria Ave.	CNR	W&W	0.55	L&B	8 500	
1132	Victoria Ave.	TH&B	Belt Line	3.41	L&B	8 500	
1133	Victoria Ave.	CNR	Grimsby	42.99	L, B&G	12 390	
1136	Wellington St.	CNR	W&W	0.34	L&B	4 870	
1137	Wellington St.	CNR	Grimsby	43.14	L, B&G	4 870	
1138	Wentworth St.	CNR	Hagersville	1.85	L, B&G	8 100	
1139	Wentworth St.	TH&B	Welland	36.53	L, B&G	8 100	

RAILWAY CROSSINGS ON REGIONAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.	Notes
1140	Wentworth St.	TH&B	Belt Line	3.02	L&B	6 800	
1141	Wentworth St.	CNR	Grimsby	42.61	L, B&G	6 800	
1142	Wentworth St.	CNR	N&W	0.94	L&B	6 800	
1145	Woodward Ave.	CNR	Grimsby	39.05	L, B&G	13 600	
1153	Burlington St.	TH&B	Lysaught Spur	1.21	L&B	19 529	
1155	Wellington St.	TH&B	Belt Line	3.56	L&B	4 870	
1159	Sherman Ave.	TH&B	Hoepfner Lead	Abandoned	S	6 830	
1170	Aberdeen Ave.	TH&B	Westinghouse	0.13	S	19 650	
1171	Burlington St.	CNR	Lysaught Spur	0.46	L&B	5 340	
1172	Ottawa Street	TH&B	Beach Branch	0.81	S	7 730	
1179	Kenilworth Ave.	CNR & TH&B	Lysaught Spur	0.18 & 0.43	L, B&G	14 690	
1180	Kenilworth Ave.	TH&B	Ind. Lead	0.43	L, B&G	14 690	
1181	Kenilworth Ave.	CNR	N&W	3.07	L, B&G	14 690	
1182	Kenilworth Ave.	CNR & TH&B	N&W Dofasco Siding	3.01	L, B&G	14 690	
2001	Jerseyville Rd.	TH&B	Waterford	52.61	L&B	1 306	
3004	Main St.	TH&B	Dundas	2.19	L&B		
4002	Millen Rd.	CNR	Grimsby	35.87	L, B&G	6 350	
4003	Glover Rd.	CNR	Grimsby	33.74	L, B&G	1 300	
4004	Fifty Rd.	CNR	Grimsby	31.67	L, B&G	2 250	
4006	Eleventh Rd.	TH&B	Welland	24.94	L&B	550	
5001	Parkside Rd.	CP	Godrich	5.37	L&B	1 500	
5002	Carlisle Rd.	CP	Godrich	11.01	L&B	1 750	
5003	Halton Towlina	CP	Galt	40.65	S	2 600	
5004	Lynden Rd.	CNR	Dundas	13.91	L, B&G	2 050	
6001	Liebo Rd.	CNR	Hagerville	7.87	L&B	1 320	
6002	Dickenson Rd.	CNR	Hagerville	8.84	S	1 320	

FOR INFORMATION ONLY

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.M.D.T. or A.A.D.T.
1003	Mt. Albion Rd.	TH&B	Welland	33.11	L&B	10 900
1008	Beach Road	CNR	N&NW	3.01	L, B&G	1 500
1009	Beach Road	TH&B	Belt Line	1.48	L, B&G	5 000
1017	Birmingham St.	CNR	N&NW	1.85	L&B	-----
1018	Birmingham St.	TH&B	Belt Line	2.10	L, B&G	-----
1019	Brant Street	TH&B	Belt Line	0.22	L&B	-----
1020	Broadway Avenue	TH&B	Waterford	40.30	L&B	-----
1028	Cannon St.	TH&B	Belt Line	0.90	L&B	15 100
1033	Cochrane Road	TH&B	Welland	33.79	L&B	2 300
1034	Cumberland Ave.	TH&B	Belt Line	0.19	L&B	7 700
1035	Depew Street	CNR & TH&B	N&NW&Beach Branch	2.27 0.55	L, B&G	-----
1036	Depew Street	TH&B	Belt Line	1.67	L&B	-----
1037	Dickson St.	CNR	N&NW	1.13	L&B	-----
1038	Douglas St.	TH&B	Belt Line	3.19	S	-----
1041	Dunsmore Road	TH&B	Belt Line	0.65	L&B	-----
1042	Emerald Street	TH&B	Belt Line	3.25	S	-----
1044	Emerson Street	TH&B	Waterford	40.36	L&B	3 600
1045	Even Road	TH&B	Waterford	40.92	L&B	-----
1047	Hunter Street	CNR	Hagersville	1.05	L&B	6 100
1048	Jackson Street	CNR	Hagersville	0.99	L&B	-----
1051	King William St.	CNR	Hagersville	0.78	L&B	-----
1052	Rebecca St.	CNR	Hagersville	0.72	L&B	-----
1054	Kelly Street	CNR	Hagersville	0.60	L&B	-----
1056	Caroline St.	CNR	Oakville	HB38.91	S	-----
1062	Hillyard St.	TH&B	Oliver Plow Lead	0.05	S	-----
1063	Hillyard St.	TH&B	Belt Line	2.86	S	-----
1064	Hillyard St.	CNR	N&NW	1.06	L&B	-----
1067	Longwood Road	TH&B	Camco Siding	0.06	S	219
1074	Kenilworth Ave.	CNR & TH&B	Lysaught Spur	0.56 & 0.43	S	-----
1077	Leland Street	TH&B	Waterford	40.49	L&B	-----
1079	Leland Street	TH&B	Dundas Connection	0.13	L&B	4 055
1080	Limeridge Road	CNR	Hagersville	5.83	L&B	2 000
1083	Lottridge Street	TH&B	Westinghouse Br.	0.64	S	5 100
1084	Lottridge Street	CNR	Grimsby	41.82	L, B&G	5 100

FOR INFORMATION ONLY

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.
1091	Maplewood Ave.	TH&B	Belt Line	0.38	L&B	5 500
1093	McKinstry St.	CNR	N&NW	1.19	L&B	-----
1096	Parkdale Ave.	CNR & TH&B	N&NW & Firestone Lead	1.31 & 1.82	S	2 700
1097	Brampton St.	CNR	N&NW	3.60	S	8 900
1098	Caroline St.	CNR	Oakville	HB 38.91	S	-----
1099	Beach Road	CNR & TH&B	Ind. Spur	0.35 & 0.86	L&B	4 500
1101	Nash Road	CNR	Grimsby	30.56	L, B&G	5 900
1102	Niagara St.	CNR	N&NW	1.00	L&B	-----
1110	Quigley Rd.	TH&B	Welland	32.52	L&B	11 200
1113	Rifle Range Rd.	TH&B	Waterford	40.80	L&B	-----
1114	Rosedale Ave.	TH&B	Welland	34.06	L&B	2 500
1119	Simcoe St.	CNR	N&NW	0.24	L&B	-----
1120	Strathearn Ave.	CNR & TH&B	Ind. Spur	0.89 & 1.39	L&B	6 500
1125	Stroud Rd.	TH&B	Waterford	40.14	L&B	-----
1126	Stuart St.	CNR	Oakville	HB 38.91	S	4 600
1127	Stuart St.	CNR	Oakville	HB 38.91	S	5 800
1128	Studholme Rd.	TH&B	Porcelain Lead	0.09	S	500
1154	Chatham St.	TH&B	Waterford	38.85	S	-----
1156	Simcoe St.	TH&B	Belt Line	3.58	S	-----
1157	Clark St.	TH&B	Belt Line	3.32	S	-----
1158	Primrose Ave.	TH&B	Belt Line	0.99	L&B	-----
1161	Terra Cotta Ave.	CNR	Grimsby	42.61	S	-----
1162	Avondale St.	TH&B	Westinghouse Br.	0.30	S	-----

FOR INFORMATION ONLY

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.
1164	Beach Rd.	CNR	Ind. Spur	0.20	L, B&G	1 500
1166	Bancroft St.	CNR	Grimsby	HB 38.17	S	4 000
1173	Beach Road	TH&B	Ind. Lead	0.40	L, B&G	1 500
1174	Beach Road	CNR & TH&B	N&W Dofasco Siding	HB 3.01	L, B&G	1 500
1176	Butford Road	CNR	Grimsby	HB 37.21	S	4 000
1183	Kenora Avenue	CNR	Grimsby	38.31	L, B&G	4 380
1184	Bancroft Street	CNR	Grimsby	HB 38.25	S	4 000
1191	Ferguson Avenue	CNR	Hagersville	HB 0.50	S	-----

F O R A C T I O N

17(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 15

COMM FILE: 3-11.5
DEPT FILE: T103-50(648)
ID#0010D

SUBJECT:

Inadvertent Encroachment Agreement
32 Murray Street West, Hamilton

RECOMMENDATION

That the application of Mr. J. Ingrassia, Solicitor on behalf of the present owner of 32 Murray Street West, Mr. T. R. Beauchamp, to retain the following inadvertent encroachment consisting of the following:

- (i) on Murray Street West - wooden steps measuring (0.5 m x 1.4 m)
- (ii) on MacNab Street North - Bay window measuring (0.45 m x 2.44 m)

be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

J. R. G. Leach

per J. R. G. Leach
Commissioner of Engineering

- page 2 -
April 15, 1988

Inadvertent Encroachment Agreement
32 Murray Street West, Hamilton

Cont'd

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

¹³
CVB: cab
Don

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

17(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 22
COMM FILE: 3-11.5
DEPT FILE: T103-50(640)
ID#0043D (58)

SUBJECT:

Inadvertent Encroachment Agreement
287 Locke Street South, Hamilton

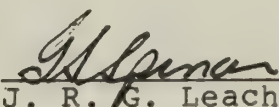
RECOMMENDATION

That the application of Ms. P. Yates-McShane, Solicitor on behalf of the present owner of 287 Locke Street South, Eduardo Amaral, to retain the following inadvertent encroachment consisting of a two storey Brick Building measuring,

- (i) on Locke Street South - (0.56m x 9.14m)
- (ii) on Stanley Avenue - (0.17m x 8.08m),

approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.


for J. R. G. Leach
Commissioner of Engineering

Continued . . .

-page 2-
April 22, 1988

Inadvertent Encroachment Agreement

Continued . . .

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:clc

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

17(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 April 14
COMM FILE: 3-11.5
DEPT FILE: T103-50(639)
ID#0043D (53)

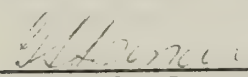
SUBJECT

Inadvertent Encroachment Agreement
14 George Street, Hamilton

RECOMMENDATION

That the application of Mr. P. Cass, Solicitor, on behalf of the present owner of 14 George Street, Ho Da Chan Enterprises Inc., to retain the following inadvertent encroachment consisting of:

- (i) 3-1/2 Storey Brick Building (0.05m x 15.24m), be approved during the pleasure of City Council provided:
- 1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- 2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- 3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

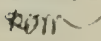
BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:lj


cc: L. Farr, City Solicitor's Dept.

Milligan, Cass & Bishop

BARRISTERS AND SOLICITORS

DONALD J. MILLIGAN, Q.C.
PETER H. CASS, LL.B.
REX BISHOP, LL.B.

720 GUELPH LINE, SUITE 303
BURLINGTON, ONTARIO

L7R 4E2
(416) 632-7744
TORONTO LINE 847-0467
FAX (416) 632-9076

February 16, 1988

City of Hamilton
71 Main Street West
5th Floor
Hamilton, Ontario
L8N 3T4

Attention: Department of Engineering

Dear Sirs:

Re: Bubco Designs Ltd. sale to
Ho Da Chan Enterprises Inc.
14 George Street, Hamilton, Ontario

Further to our telephone conversation of February 15, 1988, please find enclosed our firm cheque in the amount of \$105.00 for registration and processing costs in connection with our request for making an application to the City of Hamilton to enter into an encroachment agreement with respect to the above-noted property.

We are enclosing a copy of the survey dated February 10, 1988 for your perusal showing the encroachment of the property onto George Street.

We would appreciate hearing from you at your earliest convenience in connection with our application request as this transaction is scheduled to close on the 31st day of March, 1988.

We trust this is to your satisfaction and look forward to hearing from you.

Yours very truly,

MILLIGAN, CASS & BISHOP


Peter H. Cass

PHC:jlc

Enclosures

FILE NO. 7103-50 (637)	
LETTER NO. 88-1038	
FEB 1 1988	
ENG. DESK	READ BY
L	
L	AL
REG.	FILED
ADMIN.	

*Telexed to City March 24/88
sending 2000*

F O R A C T I O N

17(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 14
COMM FILE: 3-11.5
DEPT FILE: T103-50(638)
ID#0043D (54)

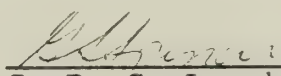
SUBJECT

Inadvertent Encroachment Agreement
14 Oak Avenue, Hamilton

RECOMMENDATION

That the application of Mr. P. Kennedy, Solicitor, on behalf of the present owner(s) of 14 Oak Avenue, Mr. & Mrs. Neil Kendall, to retain the following inadvertent encroachment consisting of:

- (i) wooden steps (1.22m x 1.52m), be approved during the pleasure of City Council provided:
1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
 2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
 3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.


for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

43
CVB:lj
frr

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

18(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
COMMISSIONER OF ENGINEERING

DATE: 1988 April 14

COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0010D

SUBJECT:

Banner Display Application
April 24, 1989 to May 1, 1989

RECOMMENDATION

That the "Hamilton Theatre Inc." be permitted to display to promotional banner across Main Street West, in front of City Hall, from April 24, 1989 to May 1, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON THEATRE INC. PROUDLY PRESENTS
LITTLE SHOP OF HORRORS"
April 21, 22, 28, 29 & 30
May 5 & 6

J. R. G. Leach
for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Hamilton Theatre Inc. requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB
CVB:sm
Encl.

F O R A C T I O N

18(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH
COMMISSIONER OF ENGINEERING

DATE: 1988 April 14
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (55)

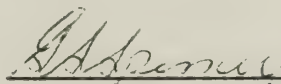
SUBJECT:

Banner Display Application
October 16, 1989 to October 30, 1989

RECOMMENDATION

That the "Woman's World Organization" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 16, 1989 to October 30, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Woman's World '89 - October 27,28 & 29"


for J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Woman's World Organization" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:lj

31



F O R A C T I O N

19

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING


DATE: 1988 April 25
COMM FILE:
DEPT FILE: S610-03
ID#0043D (78)

SUBJECT:

To accept title to Reserves "A" and "B" on Registered Plan No. 943 and to incorporate Reserve "B" into Forbes Street (formerly Franklin Street).

RECOMMENDATION

That the Committee and Council accept title to said Reserves "A" and "B" and that the City Solicitor be authorized and directed to prepare a By-Law to incorporate Reserve "B" into Forbes Street.



J. R. G. Leach
Commissioner of Engineering

FINANCIAL IMPLICATIONS


N/A


BACKGROUND

When this land was subdivided it was the intention of the Subdivider to deed Reserves "A" and "B" to the City but this did not happen.

The present owner of Reserve "A" is the Subdivider of Registered Plan No. 943 and he is prepared to provide the City with a deed to same.

The present owner of Reserve "B" also owns land to the south thereof known as #11 Forbes Street and he is also prepared to supply the City with a deed to Reserve "B" providing we incorporate it into Forbes Street.



HMS:lj


F O R A C T I O N

20

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
 COMMISSIONER OF ENGINEERING

DATE: 1988 April 21
COMM FILE: 3-11.2
DEPT FILE: T103-07
ID#0043D(60)

SUBJECT:

Proposed Policy Regarding the Installation of Pedestals in Established Areas for Bell Canada and Cable TV Companies on the Road Allowance.

RECOMMENDATION

That the following policy respecting installation of pedestals in established areas for Bell Canada and Cable TV Companies be approved:

1. That Bell Canada and Cable TV Companies (utility companies) be permitted to install pedestals on the road allowance upon written permission being obtained from the Commissioner of Engineering for each location and subject to the following conditions:
 - (a) That after permission has been granted by the Commissioner of Engineering, and prior to the installation, the utility company notify the abutting owner in writing where pedestals are proposed. In the event the abutting owner has concerns which cannot be addressed by the utility company, then the Commissioner of Engineering shall assist in the discussions to alleviate the concerns.
 - (b) That the utility companies be required to install, at their cost, suitable landscaping features (bush, shrub) if requested by the abutting owner, to camouflage the pedestal.
2. That in all cases, proposed pedestal locations shall be chosen upon consideration of the least visual impact on the abutting property.

J. R. G. Leach
for J. R. G. Leach
Commissioner of Engineering

Continued ...

Proposed Policy - Installation of Pedestals

Continued ...

FINANCIAL IMPLICATIONS

N/A

ORIGIN

Alderman Wheeler has requested that your Committee review the current practice of utility companies for installation of pedestals on the road allowance, particularly in residential areas. On November 2, 1987 your Committee forwarded this Department's recommendations to City Council. On November 10 1987 Council referred back your report dealing with this matter.

BACKGROUND

On November 30, 1987 the Transport and Environment Committee approved the following recommendation:

- (a) That staff arrange a meeting with Bell Canada and Cable Companies for the purpose of studying the problems associated with installation and location of utility pedestals and reporting back to the Transport and Environment Committee with a proposed solution which will be acceptable to the utility companies and the homeowners.
- (b) That Bell Canada be authorized to provide interim service to outstanding cases awaiting installation until such time as a permanent solution to the problem of locating the pedestals, can be found.

This report has been prepared upon consultation with representatives from this department, Bell Canada and the various Cable TV companies.

Throughout the City, there are locations where utility companies have their plant installed in rear yards. Although the rear yard installations were generally preferable from an aesthetic viewpoint, the utility companies are now experiencing problems with accessibility due to fenced yards and landscaping features, dogs and general complaints from residents regarding maintenance work required to their plant in rear yards on a 24 hour basis. The utility companies are finding it difficult to obtain easements in rear yards and to retain these easements.

Continued . . .

Proposed Policy - Installation of Pedestals

Continued ...

The proposed above-ground pedestal generally consists of a small metal box approximately 0.5m (18") high and up to 0.30m (12") square. These installations are made when the utility companies renew or relocate existing plant and place the service underground. The pedestals are generally installed at every fourth home. In new subdivisions, the installation is usually completed prior to homes being built and prospective owners are aware of the pedestal locations before they purchase their lots .

It was suggested the pedestals be placed near streetlight poles to minimize the visual impact. However, Hamilton Hydro are not in favour of having the pedestals in close proximity to their poles because of conflict with their underground cables, extra cost to hand dig in the vicinity of their poles when maintenance is necessary, possible hazards to linemen climbing poles if a fall occurs and delays in replacing broken or old poles since other utilities are required to protect their plant which may be buried near the pole.

In established areas, the utility companies are required to notify in writing the affected property owner after the municipal consent is received and prior to the installations. If the resident raises concerns which cannot be handled by the utility company, the Region's Utilities Co-ordinator will intervene and assist the parties in resolving the dispute. The utility companies have agreed to install shrubs or bushes, if requested, to make the pedestals as inconspicuous as possible. This procedure is presently being used throughout the City and there have only been a few instances where the Utilities Co-ordinator was required to assist the utility companies. Indeed all problems have been fully resolved and there are no situations where an impasse has resulted from the procedure being used.

Bell Canada is governed by Federal Statutes and does not require Municipal approval to install equipment on road allowances. Bell Canada has complied with the request of your Committee for a moratorium on new pedestal installations in established areas. However, they are prepared to exercise their rights under the Federal Statutes if Municipal consent is not given and the need for replacement of outdated overhead plant with underground installations becomes critical.

Continued . . .

- page 4 -
April 22, 1988

Proposed Policy - Installation of Pedestals

Continued ...

We have requested a legal opinion from the City Solicitor regarding the rights of the Cable TV Companies for installations on the road allowance. Due to their current work load and their staff situation, it has not been possible to provide us with a legal opinion. However, it appears that the Cable TV Companies do not have similar rights as Bell Canada (i.e. Municipal consent for pedestal installations on the road allowance is required.)

There is an immediate problem on Stone Church Road between Upper Gage Avenue and Upper Ottawa Street where the Region is undertaking roadwork. Hamilton Hydro are replacing their overhead lines with underground plant. Their pole line presently has overhead Cable TV cable on it and they are only willing to give approval for a temporary overhead line. Therefore the Cable TV Company must find an alternative location for their plant.

Alternative locations for pedestals off the road allowance were discussed with the Cable TV Companies however they are not feasible due to extra expense for increased cable length and additional pedestals needed due to a minimum spacing length required.

The Cable TV Companies have advised that they are not aware of any other municipality in Ontario prohibiting front yard pedestal installation.

CONCLUSIONS

Since the benefits to the public which may be attributed to pedestal installations such as improved cable TV service easier maintenance of cable TV equipment and less visual impact than overhead pole lines outweigh the disadvantage of having a pedestal on a front lawn we recommend the present procedure for approving pedestal locations be continued.

RPM:clc
RDon

cc. D. Onishi, Engineering.
cc. L. Lawrence, City Solicitor's Department

21

Mr. Pavelka,

Enclosed is my presentation for the meeting of the Environmental and Transportation Committee meeting on May 2nd. The enclosed is a basic statement of how I see the state of the green area at Strand Road. I look forward to the meeting.

Sincerely,

Ron Meyer
95 St. Joseph St
Toronto, Ontario
M5S 2S6

FILE No. 88-3056			
DEPT. PUBLIC WORKS			
APR 21 1988			
Tues Apr 19		INDEXED	REPT. REQD.
AD			
DS			
DCM			
FLTC			
PENG			
CM			

This report will begin by examining the reasons that have been presented for this project as the foot of Stroud Road, then it will focus on the positive reasons for discontinuing the project.

It has been claimed that the area in question is a breeding ground for mosquitoes. They do not breed in flowing water. They need stagnant water in order to lay their eggs. If there are any pools of still water which would afford a habitat for mosquitoes the problem could be dealt with in a much simpler fashion. We know there are mosquitoes in Cootes Paradise. Are we going to fill in that area so that mosquitoes cannot breed there? Part of the reason that the project is being carried out is that the city saves money by using the area as a landfill site. If one does not value valleys and marsh areas then one would naturally want to fill them so that they would then become "usable" areas. Such a mentality does not show the kind of environmentally sound attitudes which are increasingly needed.

It has been pointed out that sometimes tractors have gotten stuck while cutting the grass. How frequently are tractors stuck? If one cuts grass shortly after a rain there will be less traction than on a dry day. Is it possible that getting machinery stuck relates to the level of experience of the one cutting the grass and the time one cuts the grass? There are two small boggy areas that retain water near the stream. Again, as with the concern for mosquitoes, simple means could be employed to make those areas dry.

Concern has been expressed about safety considerations. Some feel that there is the potential for litigation if a person were to hurt himself on public property. Part of what needs to be questioned is whether or not anyone has hurt himself in the area in question. If there is no evidence of anyone hurting himself why are we to imagine that such would happen in the future? How might one possibly hurt himself? Could one possibly drown in the stream? It is quite shallow, except after heavy rainfall. That situation only exists for a short while. Possibly one could twist and hurt an ankle. That scenario is quite remote. There is far greater danger due to street traffic or in twisting an ankle in stepping off a sidewalk. We need to critically assess those claims about alleged safety concerns and the potential for litigation. Reasonable precautions need to be taken, but remote chances for danger are best to be ignored. To fill in the creek due to concern for litigation would be to imply a degree of liability and therefore responsibility. This implied admission of guilt could be used against the city when or if someone tried to capitalize on a situation where the city could remotely be considered to be liable. How liable would the city be if someone swallowed some water from the Bay? Let us try to sort out the legitimate concerns for safety and liability from those which are extremely remote.

It is claimed that the water in the creek is not clean. There had been an article in the Spectator showing a man with a piece of toilet paper on a stick. This is an extremely misleading and inaccurate situation. The creek takes in run off from the

highway and the escarpment. There may be silt in the water, but sewage is not at all typical of the creek. In the many times I have wandered by the stream I have never seen any sewage in it. The water at Cootes Paradise and Hamilton Bay is far more polluted and poses much more of a hazard than the creek at the foot of Stroud Road. In saying this there is the implication that the creek at Stroud Road does pose some hazard; I doubt that this is the case. If the City is genuinely concerned about water quality then start with the major problems, not the puny, inconsequential ones.

The reasons presented to me to justify the project are: breeding grounds for mosquitoes, safety concerns, machinery gets stuck and concern regarding the quality of water. These reasons strike me as clutching at straws. What I perceive as the real reason is the pride and autonomy of the City Works Department. They do not want their plans to be frustrated. They have this determined attitude to complete the project, even though there are no acceptable or credible reasons for filling in the creek.

I have briefly indicated why I disagree with the rationale for the project. Let us now look at the actual significance and consequences of the project.

This green area is attractive. There are a number of trees that grow along by the stream. The trees and stream make for a peaceful area. The water is captivating as it gurgles along. There is something calming and fascinating about the movement of the water. To fill in the stream would be to destroy this natural

beauty. Having a stream is a precious natural resource. We ought to strive to protect it.

The area at the foot of Stroud Road is a habitat for birds, ducks and groundhogs among other types of life. If that area is filled in the diversity of life in the area will be diminished. There tends to be a great deal of environmental insensitivity. People have treated the environment with a great deal of disregard. Cootes Paradise and Hamilton Bay are two examples of environmental callousness. The lack of sensitivity of previous generations has deprived the citizens of a clean recreational area in the Bay. In a similiar way, lack of environmental and aesthetic sensitivity in the Stroud Road area will change a lush, attractive area into a rather bland, sterile one.

There is a role modelling effect as people see natural areas altered, destroyed or abused. On seeing these areas subject to the whims and callousness of individuals they get the message that such behaviour is permissible. People do not feel any apprehension about treating the landscape in whatever way they want. People need to be sensitized to cherish the environment, to treat it with respect. Nature is not there for us to do with as we see fit. In nature, because of the interconnectedness of things one cannot do just one thing. There would likely be a series of consequences resulting from the filling in of this attractive area. Environmentally sensitive leadership would stop further destruction of this area.

I have been assured that I would like the finished work at Stroud Road. I am not consoled by these assurances. Similiar

assurances were made regarding Gore Park. Mature trees were cut down at Gore Park. People dabbled in that area; the result is both a waste of money and a less attractive area.

My strong wish is that local government leave the area at Stroud Road as is. Landscape the area that has been filled in, but do not go beyond that point, please. You have heard the expression "if it isn't broken dont fix it." Why are people so arrogant as to presume that they can improve on nature. Let us to be so inclined to destroy already attractive areas. Given human nature to be environmentally insensitive it is wise to restrain our efforts to "improve" a situation. A variety of cities and towns have streams flowing through them. The streams are not filled in. Obviously the municipalities are not riddled with fear about the potential for "danger." It would seem though that they do value a flowing stream and the natural habitat.

Row Meyer

Ap. 19, 1988



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1988 April 06

Mr. J. Pavelka
Director of Public Works

Dear Mr. Pavelka:

Re: Surface Drainage in the Ainslee Wood
East Neighbourhood - Stroud Road

I have received a request from Alderman Kiss (see copy attached) to have the matter of surface drainage in the Ainslee Wood East Neighbourhood - Stroud Road placed on the Monday, May 2, 1988 meeting of the Transport and Environment Committee.

Would you please prepare a report regarding this matter for the May 2, 1988 meeting. This matter was dealt with by the Committee just over a year ago and as you are aware, the Committee would be in a position to reconsider the presentation on this item.

By copy of this letter I am notifying Mr. R. Meyer of the date, time and place of the meeting and request that he confirm his attendance to the May 2, 1988 meeting.

This item will be dealt with at 3:00 o'clock p.m. during the delegation portion of the Committee's agenda. Your cooperation in this regard will be appreciated.

Yours very truly,

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp
Attach.

cc: Alderman M. Kiss
Mr. R. Meyer
c/o Saint Basil's College
95 St. Joseph Street
Toronto, Ontario
M5S 2R9



CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 526-2732 • RES. (416) 525-5932 — WARD 1

March 23, 1988

MEMO TO: Mr. R. C. Prowse, Secretary
Transport and Environment Committee

FROM: Alderman Mary Kiss

On the Monday, May 2nd meeting of the Transport and Environment Committee, I would like the matter of "Surface Drainage in the Ainslee Wood East Neighbourhood - Stroud Road", placed on the agenda.

Please notify Mr. R. Meyer, c/o Saint Basil's College, 95 St. Joseph Street, Toronto, Ontario M5S 2R9, of the date, time and place of the meeting, and ask for his confirmation that he will be able to be present.

Thanking you in advance.

MK:jf



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

ID#0011D(35)

Refer to File No. A04-01

Attention of J. R. G. Leach

Your File No.

January 8, 1988

Alderman M. Kiss
Alderman's Room
City Hall


Re: Stroud Road Overflow Control Reserve

Dear Alderman Kiss:

In reply to your letter of January 7, 1988 we are not make changes to the Creek. The proposed reservoir temporary storage of combined sewage overflows.

FILE No. 88-3050		
DEPT. PUBLIC WORKS		
JAN 12 1988		
	INFO ONLY	REPT REQD
AD		
DS		188/11/1312RC
DP		
DCEM		
FLTS		
PENG		
DS		✓ 10/10/88
RS		
PC		
ARB		
MM		
WAL		

Design of the reservoir is not proposed to commence until some time in 1989.


J. R. G. Leach
Commissioner of Engineering

:jr

cc.. J. Pavelka, Director, Public Works



CITY COUNCIL
HAMILTON CANADA

FILE No. 88-3050

DEPT. PUBLIC WORKS

JAN 08 1988

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January 7, 1987

MEMO TO: Mr. J. R. G. Leach
Commissioner of Regional Engineering

FROM: Alderman Mary Kiss

RE: Stroud Road Overflow Control Reservoir

I am in receipt of your memo dated 1987 January 6, however I would like a written report on exactly what changes to the Creek are being proposed.

I would like this information as quickly as possible.

MK:jf

C. O. M. J. Paveika, Director of Public Works

MEMORANDUM • CITY OF HAMILTON

Alderman T. Cooke
Alderman M. Kiss
TO : Mayor R. Morrow
YOUR FILE:
J. G. Pavelka, P.Eng.
FROM : Director of Public Works
OUR FILE : 88-3050
SUBJECT : Surface Drainage in Ainslie Wood East
Neighbourhood - Stroud Road DATE : 1988 January 07

Recently the status of filling in and levelling the drainage channel in the vicinity of Stroud Road has been requested by a number of elected representatives, so this report is going to all three to ensure consistency in the information.

First of all, there are two issues involving this drainage channel. One issue involves the Region of Hamilton-Wentworth, because there are plans for an "underground" reservoir to be located between Highway #403 and Stroud Road.

A second issue involves the City of Hamilton, because the Public Works Department is installing the appropriate culverts and filling in the V-shaped drainage channel to create a relatively flat undulating terrain along the backs of the properties fronting on Delbrook Court and Wilmont Court.

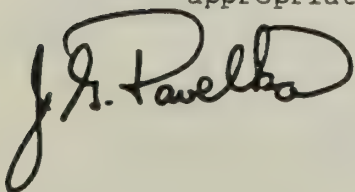
Attached is a plan outlining these areas.

With respect to the filling in and levelling of this drainage channel, the Transport and Environment Committee dealt with this matter at its meeting on March 23, 1987.

At that time the attached report was prepared by staff and was placed on the agenda.

Also attached is an extract from the minutes of the Transport and Environment Committee, reading as follows:

"Following discussion, the Committee approved that the Public Works Department continue to install the appropriate culverts and fill in the drainage channels."



JGP:jh
Attch.

c.c. Alderman H. Merling, Chairman (Attch.)
Transport & Environment Committee

c.c. J. R. G. Leach, P.Eng. (Attch.)
Commissioner of Engineering



DRAINAGE CHANNEL COMPLETED

DRAINAGE CHANNEL WORK TO BE COMPLETED

3	29	136
1	2	92
1	25	25

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

AINSLIE WOOD EAST

ZONING



Neighbourhood Boundary

Zoning Boundary.

Prepared For The City of Hamilton

F O R A C T I O N

FROM Public Works Department

DATE 1987 March 17

TO Transport and Environment Committee

Refer To File No. 87-3050

Attention Of J. Pavelka

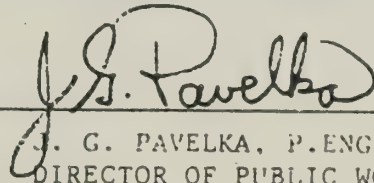
Your File No. _____

SUBJECT

Surface Drainage in Ainslie Wood East Neighbourhood

RECOMMENDATION

That the Department of Public Works continue to install the appropriate culverts and fill in the drainage channels, thereby creating undulating open green space on the City-owned land between the residences and Highway #403.


J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

BACKGROUND

Water from the face of the escarpment and from springs funnels into an area of City-owned land between Highway #403 and the residential area of Ainslie Wood East, as shown on the attached plan.

The collector drainage ditch parallels Bowman Street and extends approximately from Highway #403 to Stroud Road, then from the intersection of Stroud Road and Royal Avenue easterly to Highway #403 and the T.H.&B. Railway.

In conjunction with the Engineering Department, the Public Works Department has been installing appropriately-sized culverts and catch basins to in effect level off the area to create a more useable open park space.

The original drainage swales, prior to the levelling being undertaken, are approximately 12 feet deep and approximately 60 feet in width. These drainage channels swell with water each spring with the snow melting and after each rain storm, causing potentially hazardous situations. This is particularly important because a number of the neighbourhood children enjoy this open space. Furthermore, Princess Elizabeth School is located adjacent to this area.

The steep natural drainage channels, as shown on the attached picture, also create other problems. During the summer months when the flow of water is greatly reduced, the area becomes a breeding ground for mosquitoes and flies. As well, at locations where there are steep slopes with grass, a considerable amount of hand work is involved in cutting the grass. Furthermore, working on these steep slopes has resulted in repairs to tractors and mowers.

Continued.....

BACKGROUND (Cont'd....)

The levelling of this area has provided another direct benefit to the City of Hamilton by providing an area where clean fill can be disposed of without incurring dumping fee costs.

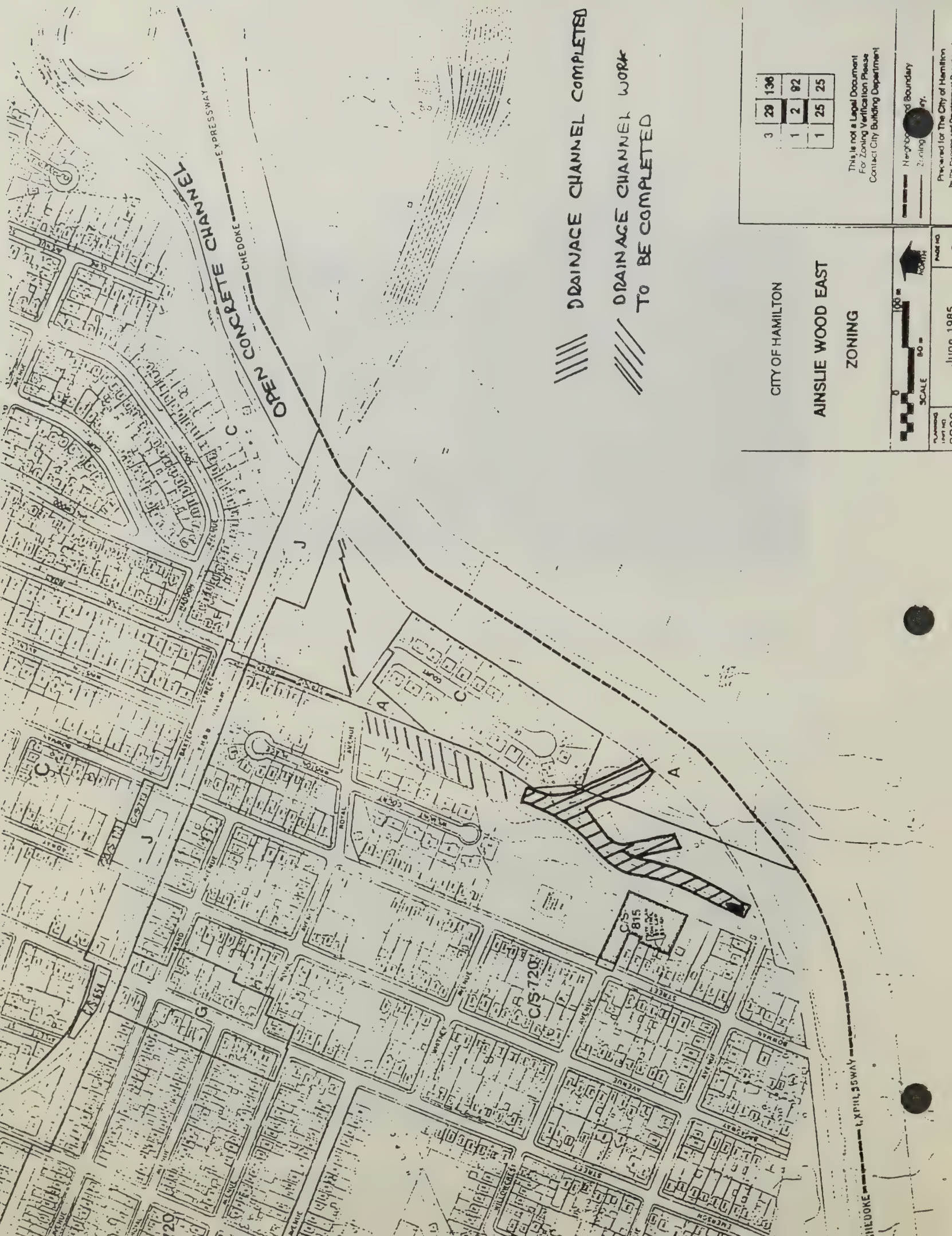
JGP:jh
Atch.



NATURAL DRAINAGE CHANNEL PRIOR TO FILLING & LEVELLING



AFTER FILLING AND LEVELLING DRAINAGE CHANNEL FLOWS THROUGH A STEEL CULVERT BENEATH THE GROUND



MARCH 23, 1987
TRANSPORT & ENVIRONMENT COMMITTEE

c) Surface drainage in Ainsley Wood East neighbourhood

Surface drainage in
Ainsley Wood East
neighbourhood

The Committee was in receipt of a report of the Director of Public Works dated March 17, 1987 recommending that the Department of Public Works continue to install the appropriate culverts and fill in the drainage channels, thereby creating undulating open green space on the city owned land between the residences and Highway #403.

Mr. B. Court explained that the Public Works Department, in conjunction with the Engineering Department has been installing culverts and catch basins and levelling the drainage swales to create a more useable open park space.

Alderman Kiss cited a newspaper article that appeared in a recent edition of The Hamilton Spectator regarding comments made by Mr. K. Brenner of the Engineering Department respecting combined sewer and storm water overflows in the Royal and Stroud Road area.

Mr. Brenner appeared before the Committee and submitted that the combined sewer and storm water overflow originates from the West Hamilton area and that the proposed Sewage Storage Tank scheduled for construction in 1988 will rectify this problem.

Following discussion, the Committee approved that the Public Works Department continue to install the appropriate culverts and fill in the drainage channels.

Local Roads

a) Banner Display Applications

Banner Display
Applications

As outlined in reports from the Department of Transportation dated March 3 and March 6, 1987 respectively the Committee agreed to submit the following recommendations to City Council for approval:

- i) That the "Respiratory Therapy Society of Canada" organization be permitted to display a promotional banner across Main Street West. in front of City Hall, from July 27, 1987 to



CITY COUNCIL
HAMILTON CANADA

January 6, 1988

MEMO TO: Mr. J. R. G. Leach
Commissioner of Regional Engineering

~~Mr. J. Pavelka,~~
~~Director of Public Works~~

FROM: Alderman Mary Kiss

RE: Stroud Road - Drainage Ditch

Kindly provide an updated report on the above matter, immediately.

MK:jf

FILE No. 88-3050
DEPT. PUBLIC WORKS
JAN 9 1988

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answered Jan. 7/88



CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 526-2732 • RES. (416) 525-5932 — WARD 1

December 23, 1987

Mr. Meyer
Saint Basil's College
95 St. Joseph Street
Toronto, Ontario
M5S 2R9

Dear Mr. Meyer:

Stroud Road - Drainage Ditch

I am delighted to notify you that I have been successful in getting the agreement of the Region to go under the Creek without disturbing its beauty.

This project will not be undertaken until 1991.

Now isn't that a nice Christmas present for you.

Wishing all the best to you and your family in the New Year.

Sincerely,

Mary Kiss
Alderman, Ward 1

MS:jf

MEMORANDUM • CITY OF HAMILTON

TO : Alderman M. Kiss

YOUR FILE:

FROM : J. G. Pavelka, P.Eng.
Director of Public Works

OUR FILE : 87-3050

SUBJECT : Surface Drainage in Ainslie
Wood East Neighbourhood

DATE : 1987 April 6

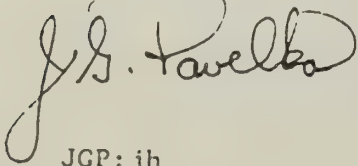
This will respond to your letter of March 24, 1987 and your concerns for both problems; the combined sewage overflow exceeding the capacity of the sanitary sewer system and the question of whether or not the fill being used is clean.

During the Transport and Environment Committee meeting of March 23, 1987 when questioned about sewage overflow problems mixing with storm water runoff, the Public Works Department's staff made no comment on the matter other than to indicate that they were not aware of any sewage mixing with the storm water in this area. At that, Mr. Konrad Brenner from the Engineering Department was asked to attend and speak to these concerns.

Accordingly, because sewage overflow problems, capacities and capital budgeting for underground reservoirs are the responsibility of the Region's Engineering Department, by copy of this letter to Mr. J. R. G. Leach, I am requesting that he respond directly to you on these matters and, in particular on your observations outlined in your letter of March 24, 1987.

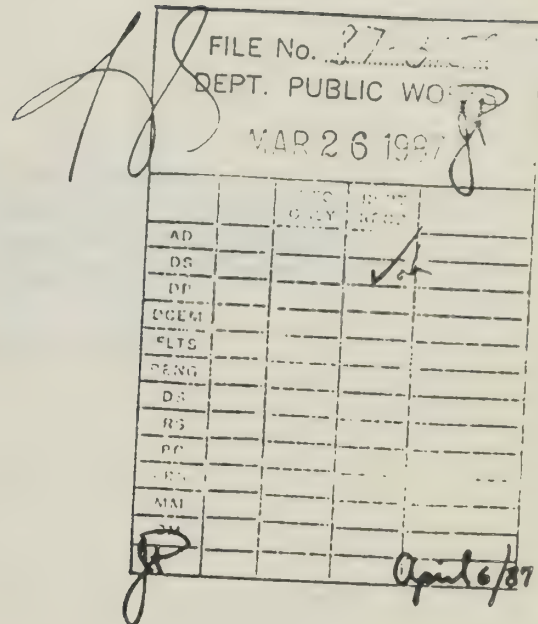
With respect to your concerns for the use of "clean fill", I believe that Mr. Court advised that only clean fill from the Hill Street site has been used where the Public Works Department is filling in on top of the culvert at Royal and Stroud Streets. Furthermore, as the Public Works Department continues with the work of filling in over the culvert, only clean fill will be used.

Let me assure you that clean fill, which consists of earth, stone and gravel, is very easily distinguished from contaminated fill from a former landfill site, which consists of decomposing refuse, so that there is no possibility of such material being deposited by the Public Works Department in the filling up of this area.



JGP:jh

c.c. J. R. G. Leach, Commissioner of Engineering
c.c. B. Court, Director of Streets and Sanitation



Mr. J. Pavelka, Director
of Public Works

Re: Surface Drainage in Ainslie Wood East Neighbourhood

At that meeting, I asked for information from the Public Works Department about the plan to use "clean fill" to fill in the appropriate culverts and drainage channels creating undulating open green space on the City owned land between the residencies and Highway 403.

I was particularly concerned about problems with sewage overflow in the area across Highway 403 from the Chedoke Golf Course.

I am concerned that when it rains, the combined sewage overflow exceeds the capacity of the sanitary sewer system. The existing sewer system is overburdened and the sewage flows into Coates Paradise.

Your department has confirmed that the sewage is waste from houses mixed with storm water that overflows the system during periods of rain.

The drain at Royal and Stroud Streets is next on the Region's list and work must be undertaken as quickly as possible.

My second concern, which was expressed at the meeting is that of the "clean fill", which was mentioned.

Mr. B. Court said that some of it would be coming from the "Hill Street Site".

~~James J. Zwick~~ 50

Since tests have been underway on that site for methane gas and since it was once a garbage dump, I would like confirmation in writing, from the appropriate staff that the "fill" proposed to be used is indeed "clean" and totally free of any contamination.

Thanking you,

Yours very truly,

A handwritten signature in cursive script, appearing to read "Mary Kiss".

Alderman M. Kiss

MK:tb

c.c. Mr. A. Leach, Commissioner
of Regional Engineering



CITY COUNCIL
HAMILTON CANADA

1987 March 24

Mr. A. Leach, Commissioner of
Regional Engineering

Dear Sir:

Re: Surface Drainage in Ainslie Wood East Neighbourhood

Reference is made to the above as Item 3(c) of the March 23, 1987 meeting of the Transport and Environment Committee.

At that meeting, I asked for information from the Public Works Department about the plan to use "clean fill" to fill in the appropriate culverts and drainage channels creating undulating open green space on the City owned land between the residencies and Highway 403.

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Yours very truly,

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Alderman M. Kiss

MK:tb

c.c. Mr. J. Pavelka, Director
of Public Works



CITY COUNCIL
HAMILTON CANADA

1987 March 24

Mr. Gerald Lake, Director
of Regional Laboratories
Regional Municipality of
Hamilton-Wentworth

Dear Sir:

Re: Surface Drainage in Ainslie Wood East Neighbourhood

Reference is made to the above as Item 3(c) of the March 23, 1987 meeting of the Transport and Environment Committee.

At that meeting, I asked for information from the Public Works Department about the plan to use "clean fill" to fill in the appropriate culverts and drainage channels creating undulating open green space on the City owned land between the residences and Highway 403.

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Yours very truly,

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Alderman M. Kiss

MK:tb

c.c.'s Mr. J. Pavelka, Director
of Public Works

Mr. A. Leach, Commissioner of
Regional Engineering

ROBERT M. MORROW
MAYOR



January 4th, 1988

MEMO TO: Alderman Mary Kiss /
Alderman Terry Cooke \

FROM: Mayor Bob Morrow

Further to the attached correspondence, do you recall if any comments were forwarded to my office in this regard?

Thanks.

Return to Mrs Pavetka.

BM:tt

Attch.

cc. Alderman Terry Cooke) ✓ May I please have your comments on
Alderman Mary Kiss) ✓ matter at your earliest opportunity.
Mayor Bob Morrow - April 2nd, 1987

Sat March 14/87
95 St Joseph St
Toronto
m552R9

Mr. Morrow,

The enclosed picture is my reason for writing you. I hope to preserve this island of natural beauty which various civic bureaucrats seem intent on covering over. I have discussed this issue with Mary Kiss to find out why the small stream is being filled in. The reasons I was given was that it is a breeding ground for mosquitoes, concern for liability and safety reasons. I don't buy any of these reasons.

This project seems like another waste of public revenue. It is another expression of the "Gore Park mentality", which suggests that we can make it nicer, when the final outcome has destroyed the charm of the area. I have been in touch with Mary Kiss, but am not satisfied with the response I'm getting. It seems to me that she is being evasive and merely repeating the rationale for the project. Some critical thinking on the matter would help, rather than ^{the} unquestioning attitude which presumes this project is a good and desired thing.

The safety issue is ridiculous. If the City is going to be consistent, it will have to level the escarpment - as someone might fall. It will have to at least clear up the harbour - as a result of the water could cause sickness. What would happen if a person were to drown? We need to do some serious thinking about the question of liability. The City seems to be presuming that it is liable when it may not be.

One may think that this issue that I write about is an isolated case. In some regards it may be, but I submit that this and other questionable expenditures of money serve

Culvert caper will strangle stream, homeowner fears

By BETH MARLIN
The Spectator

RON MEYER'S two willow trees may not hang over a trickling stream near his west end Hamilton house for much longer.

The city public works department, which has already covered put a large part of the stream in a drainage pipe under a large mound of dirt, is moving toward his favorite part of the parkland, he said.

Mr. Meyer of Winston Avenue said an employee of the public works department told him the stream is being covered because the grass on its steep banks is hard to mow and equipment has fallen into the stream. It might also become a breeding ground for mosquitoes and occasionally a sewer overflows into it.

The main reason, however, is the possibility children might hurt themselves while playing there said Mr. Meyer, who considers that a remote risk.

The municipality is concerned about liability. A lawyer might be able to capitalize on (an injury in the stream), he said "I think it's a sad commentary about society when we show an exaggerated concern for safety."

Mr. Meyer said the water is generally clear and the city could cut the grass on the bank by hand. Although the city plans to plant grass and trees over the covered stream eventually, Mr. Meyer said it looks awful and will never match the beauty of the natural stream.

"Our equipment slides down and gets stuck," said Bernie Court, a spokesman for the public works department. "It's very expensive to cut it ourselves."

"I suggested (Mr. Meyer) go and cut the grass but he said he was a harpener."

Mr. Meyer said he hadn't objected earlier because he didn't know what the plans were.

"In the fall, I phoned and found out they planned to cover the whole thing," he said.

Mr. Meyer planted the two willow trees beside the stream about 10 years ago.

"I like to see a little stream there," he said "I think you have to weigh the cost of the beauty of the area against how it will look afterward. I think we're just rendering the area sterile by covering it up."



Neighborhood will be a beauty spot, says Ron Meyer.

April 3rd, 1967

Mr. J. H. Meyer
25 St. Joseph Street
Toronto, Ontario
M5S 2R9

Dear Mr. Meyer:

Thank you for your recent letter regarding the area at the foot of Stroud Street, an attractive green area, which you indicate is to be filled in by the city.

I have passed a copy of your letter along to the appropriate officials for comments on this matter and will reply to you as soon as I hear from them.

Again, thank you for bringing this matter to my attention.

Yours very truly

Robert M. Morrow
Mayor
City of Hamilton

RM:mst

MEMORANDUM • CITY OF HAMILTON

FILE NO. 87-3050
DEPT. PUBLIC WORKS

APR 04 1967

TO : Director of Public Works
Attention: Mr. B. Court

YOUR FILE:

FROM : R. C. Prowse, Secretary
Transport and Environment Committee OUR FILE :

OUR FILE :

SUBJECT : Drainage Ditch at the Foot of Stroud Rd.
DATE

Further to our discussion regarding the above, I would advise that notwithstanding the explanation you gave to Mr. Meyer and Alderman Kiss, Mr. Meyer still wishes to have this item placed on the agenda of the upcoming Transport and Environment Committee meeting.

It would be appreciated if you would undertake to prepare a report at your earliest convenience.

RCP: em



FILE No. 87-3050
DEPT. PUBLIC WORKS
JAN 15 1987

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January 14, 1987

Mr. R.C. Prowse
Secretary
Transport and Environment

Dear Mr. Prowse:

I have been requested, by Mr. Ron Meyer, to have the matter respecting the area at the foot of Stroud Road (the drainage ditch) placed on an agenda of an upcoming Transport and Environment Committee meeting.

Would you please advise me of the date, time and place of this meeting so that I can contact Mr. Meyer as he may wish to attend.

Thank you in advance.

Yours truly,

Mary Kiss *ind*
Alderman, Ward 1

rd

cc: Mr. J. Pavelka
Director of Public Works
Att: Mr. B. Court
cc: Mr. Ron Meyer
Saint Basil's College
95 St. Joseph Street
Toronto, Ontario M5S 2R9

REAL AVE.
WATER COURSE

OPEN
CONCRETE
CHANNEL

TUNNEL

CHEDOKE
GOLF
COURSE

CHEDEKE
EXPRESSWAY

2008/03/27

Information

~~RESIDENTIAL~~
~~1ST.~~

Bowman

AINSLIE AVE.

INTERMITTENT,
TRIBUTARIES

VACANT LANDS

ESCAPMENT

Pt. 2
MEMORANDUM • CITY OF HAMILTON

TO : Chairman and Members of the
Transport and Environment Committee YOUR FILE :

FROM : R. C. Prowse, Secretary
Transport and Environment Committee OUR FILE :

SUBJECT : Comprehensive Audit Report
- Vehicular Fleet Management DATE : 1988 April 29

The attached joint report of the C.A.O, City Treasurer and Director of Public Works was received subsequent to the preparation of the Transport and Environment Committee Agenda.

It is too important an item to delay for an entire month so I have included it with your agenda material for consideration by the Committee at its meeting scheduled Monday, May 2, 1988.

 RCP:lp

URBAN MUNICIPAL

MAY 1 1988

GOVERNMENT DOCUMENTS

FOR ACTION

MR. J. D. THOMPSON, SECRETARY

REPORT TO: FINANCE COMMITTEE

Mr. R. PROWSE, SECRETARY

TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. E. C. MATTHEWS

TREASURER

DATE: 1988 APRIL 29

COMM FILE:

DEPT FILE:

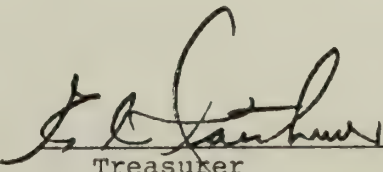
SUBJECT:


COMPREHENSIVE AUDIT REPORT - VEHICULAR FLEET MANAGEMENT

RECOMMENDATION

- (1) That the Finance and the Transport and Environment Committee accept the Pannell Kerr MacGillivray Comprehensive Audit Report on Vehicular Fleet Management dated December 1987.
- (2) That the Finance Committee and the Transport and Environment Committee approve of the six (6) recommendations contained in the Executive Summary of the report, page 1, and that staff be directed to pursue these recommendations immediately and report back to the appropriate Standing Committee in September 1988.
- (3) That the Manager of Purchasing be directed to arrange a Proposal Call for leasing of City vehicles referred to in the report and that a Consultant be hired to assist him in preparing the necessary documents, if required.
- (4) That the City Solicitor be authorized to retain a specialized legal firm to review the concepts of leasing and assist in the formation of the lease documents that would be required to be executed.
- (5) That the results of the leasing proposals be tabulated by senior staff in the form of a report for the Finance Committee, comparing leasing with other options for refinancing the vehicular fleet in September 1988.


Chief Administrative Officer


Treasurer


Director of Public Works

MR. J. D. THOMPSON, SECRETARY
FINANCE COMMITTEE
MR. R. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE - Page 2

FINANCIAL IMPLICATIONS

If appropriate fleet management procedures are implemented, there will be substantial cost savings and more appropriate funding arrangements may result.

BACKGROUND

Our Auditors, Pannell Kerr MacGillivray, were engaged by the City last fall to undertake a Comprehensive Audit assignment on the subject of vehicular fleet management for the City of Hamilton. This report is now completed and is enclosed for your perusal and comments at the upcoming meeting. This report, in our opinion, clearly demonstrates that a City the size of Hamilton and with a fleet of vehicles in the range of 600, requires some additional expertise in the area of fleet management.

This is a specialty area and it appears that while our individual units, for instance the City Garage, the Central Services Garage, the Purchasing Department, the Public Works Department, and the Treasury Department, and others who may be involved in the process, are doing a reasonably effective job, the fact is that this area requires some additional management direction.

In addition, as discussed with the Finance Committee members on other occasions, our fleet is an aging one; that is, 60% of the vehicles are fully depreciated. Upgrading is obviously required and at the same time we are confronted with a serious funding problem. The Comprehensive Audit Report suggests areas where it may be possible for the City to save money in the future, provided that the timing and coordination can be improved and some funding alternatives.

Leasing

One of the immediate areas which should be explored in depth is the possibility of leasing our fleet either in whole or in part. As outlined in the report, the leasing company would be prepared to purchase the entire fleet, or parts thereof, at an agreed amount and the City in turn would agree to pay the leasing company a leasing charge per month. At first glance and certainly in theory, this would immediately provide the City with some up-front money, maintain our reserve balance in depreciation, and it would appear flexible enough to allow the City to upgrade the fleet on some sort of organized basis over the next few years.

Imperial Oil and Westinghouse lease all their vehicles. Air Canada leases some of its aircraft and Bell Canada leases only vehicles that it does not garage (i.e. salesmen's cars). In addition, hospitals, including St. Joseph's Hospital in Hamilton, are moving to leasing specialized hospital equipment. This appears to be an area worthy of our immediate attention for consideration in our financing requirements of City vehicles.

MR. J. D. THOMPSON, SECRETARY
FINANCE COMMITTEE
MR. R. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE - Page 3

BACKGROUND - Continued

Legal Requirements

In order that our study be complete, we are also recommending engaging a legal firm which specializes in leasing contracts.

Accordingly, we are recommending the acceptance of this report and the six (6) recommendations in the Executive Summary, the Manager of Purchasing be authorized to arrange for a proposal call outlining exactly how many vehicles the City owns as of June 30, 1988 and other information, assisted by a consultant, if required, and forward this information to the appropriate leasing companies requesting these companies to state a purchase price for the entire fleet or parts thereof and the appropriate lease payments per month which the City would be expected to pay, along with whatever documentation and further information may be involved.

Encl.

c.c. Alderman H. Merling, Chairman, Transport and Environment Committee
Mr. K. A. Rouff, City Solicitor
Pannell Kerr MacGillivray, City Auditors, Attention: Mr. M. Hudson

THE CORPORATION OF THE CITY OF HAMILTON
COMPREHENSIVE AUDIT REPORT ON
VEHICULAR FLEET MANAGEMENT
DECEMBER 1987

THE CORPORATION OF THE CITY OF HAMILTON
COMPREHENSIVE AUDIT REPORT ON
VEHICULAR FLEET MANAGEMENT

TABLE OF CONTENTS

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Appendix 'C'	17-18
Appendix 'D'	19-21
Appendix 'E'	22

EXECUTIVE SUMMARY

- ° The objective of reducing outside contract repair costs to 15-20% has been attained, resulting in more economic and efficient use of resources. This level of outside contract cost should be maintained to continue current economies and efficiencies.
- ° The central garage fleet is in urgent need of upgrading in order that major economies of operation can be realized. The present average age of the fleet is substantially over 5 years and should be reduced to an average age of approximately 4 years. This would result in annual maintenance cost savings in excess of \$ 225,000.
- ° A vehicle management information system should be introduced as soon as practicable to more closely monitor and control vehicle and maintenance costs.
- ° Current depreciation policy must be updated and should address:
 - emphasis on the buying cycle to maximize acquisition savings;
 - adequacy of depreciation rates and methodology to properly provide for replacement;
 - adequacy of internal equipment charge rates to properly distribute costs.
- ° The existing safety programme should be formalized and continued.
- ° Because of significant growth in the size of the fleet, and the increasing complexity of this area, serious consideration should be given to the appointment of a professional fleet manager.

S Y N O P S I S

The central garage and city garage are service functions supplying a number of departments within the City often trying to meet unpredictable and sometimes conflicting demands. Not unlike many municipal services, these demands are ever greater while resources to meet them are increasingly more difficult to obtain.

When we began this review, a number of facts were known. Vehicles are, on average, too old (60% of the fleet are over 5 years old - a reasonable average age would be 4 years) and depreciation reserves currently available are inadequate for a proper replacement program. Some management practices were coming under increasing scrutiny in terms of whether economy and efficiency could be improved.

Recognizing that every aspect of the central and city garages could not come under detailed review, we directed our comprehensive audit work toward management practices in areas that we believed, in consultation with senior management of the City, would yield meaningful results. These areas are: acquisition and disposal of equipment; availability and adequacy of management information; adequacy of current accounting for depreciation reserves; and inside versus outside repair considerations.

ACQUISITION AND DISPOSAL OF EQUIPMENT

We reviewed the procedures used for acquisition and disposal of vehicles. We noted that where volume discount purchases are being realized, full advantage was not being taken of early order bonuses and manufacturers assistance programs. Further savings could result with more effective buying practices.

In many instances undue emphasis was placed on "lowest price tag" rather than lowest life cycle cost. Disposals generally were handled in a random manner.

We found no evidence of alternative methods of acquisition being explored. Accordingly, we undertook, on a preliminary basis, to examine the alternative of leasing. Some of the advantages resulting from this alternative would be:

- ° professional assistance with the ever increasing complexities of large fleet administration;
- ° for a sale/lease-back proposal the recovery of approximately \$ 3,000,000 cash (based on vehicles on hand at August 31, 1987);

ACQUISITION AND DISPOSAL OF EQUIPMENT (continued)

- ° freeing up of existing depreciation reserves of approximately \$ 4,700,000 (as at December 31, 1987);
- ° a monthly operating cost approximately equal to the current cost;
- ° the opportunity to replace substantially more vehicles than currently anticipated realizing further maintenance savings.

We recommend that the City seriously consider the concept of sale/lease-back.

AVAILABILITY AND ADEQUACY OF MANAGEMENT INFORMATION

During our review we found that reports currently purporting to provide proper information did not include all costs, were not totalled to provide meaningful summaries, did not show costs per kilometer or costs per engine hour and were not reported on an exception basis, all important aspects of fleet management information. Existing reports were too voluminous and accordingly were not being used.

We strongly recommend that a proper cost system be installed with particular emphasis being placed on controlling high cost units. The Ministry of Transport has such a system which is, in our view, adequate for the City's needs.

We found what is, in our view, an excessive amount of preventive maintenance being undertaken. In addition, the average cost per vehicle for maintenance was approximately \$ 550 higher for central garage vehicles (heavy vehicles) and 2 cents per kilometer higher for city garage vehicles (cars) than our expectations. Further analysis indicated that 28 vehicles incurred in excess of \$ 10,000 each of maintenance cost for the first 7 months of 1987. These facts were not surprising as more than 60% of the vehicles in the fleet are over 5 years old.

Newer vehicles and a reduction in the number of regular maintenance checks would result in annual maintenance cost savings approximating \$ 225,000.

ACCOUNTING FOR DEPRECIATION RESERVES

The methodology currently in use has not been reviewed for some 30 years. The current methodology does not increase reserves at a rate sufficient to replace the equipment, particularly when the equipment is retained beyond its 'depreciated' life.

This problem has been known for some time. A solution has been adequately addressed in a report from the Treasury Department dated November 1987. We concur with the recommendations of that report and encourage its early implementation.

INSIDE VS. OUTSIDE REPAIR CONSIDERATIONS

This particular issue was studied indepth and reported on by consultants in June of 1981. That report indicated that at that time approximately 50% of all repair and maintenance work was being handled by outside contractors. That report recommended that outside work should probably be reduced to the range of 15%. We agree with that recommendation and found that in 1987 approximately 15-20% of repair and maintenance needs are contracted out. Management is to be commended for positive results achieved in this area.

In conclusion, we believe both objectives of this comprehensive audit project have been realized. Namely, that a number of meaningful improvements can be made in management practices, resulting in identifiable, measurable, ongoing savings and equally, based on the results of this project, serious consideration should be given to further comprehensive projects throughout the corporation.

PURPOSE OF THE PROJECT

This comprehensive audit was commissioned by the Council of the Corporation of the City of Hamilton with two specific objectives.

First, to provide assurance to Council whether or not Vehicular Fleet Management could be improved in accordance with two important principles of management in the public sector. Namely:

- ° public business should be conducted in a way that makes the best possible use of public funds;
- ° people who conduct public business should be accountable for the prudent and effective management of the resources entrusted to them.

Second, to provide a basis for a better understanding of what a comprehensive audit is; what the characteristics of a comprehensive audit are; what the process is; what the benefits are that can be derived therefrom; what the limitations are and whether the City could derive any benefits from a long-term program of Comprehensive Auditing (see Appendix 'D').

Based on their assessment of the observations and recommendations of the study, Council would then be able to conclude whether or not the Corporation should embark on a comprehensive audit program that may, over time, examine all aspects of the Corporation with a view to continuous planned improvement of the management process. The ultimate beneficiaries of such a program would be the ratepayers of the City of Hamilton.

Specific recommendations were to be made in those areas where it was felt meaningful improvements could be made.

SCOPE

The study covered the function of vehicular fleet management, including the City Garage Division of the Treasury Department and the Central Services Division of the Public Works Department, including its outlying service yards. It did not include Fire Department vehicles. The specific issues examined as reviewed with, and agreed by, senior management were:

- ° acquisition and disposal of equipment;
- ° the availability and adequacy of management information to enable senior management to properly discharge their responsibilities. More specifically:

SCOPE (continued)

- costing
 - charges to users
 - replacement
 - routine servicing
 - contracting for services
 - training, qualification and staffing
- ° adequacy of current accounting for depreciation reserves;
 - ° inside vs. outside repair considerations.

In conducting our work we:

- ° sought the assistance of a consultant that would bring specialized skills and depth of experience in fleet management;
- ° reviewed comparative information from both the public and private sectors;
- ° reviewed internal reporting systems and the uses made thereof;
- ° tested specific procedures and transactions;
- ° held discussions with both the Ministry of Municipal Affairs and Ministry of Transportation on relevant issues.

We did not assess the adequacy of specifications of particular vehicles for particular applications. Our examination was concerned with the procedures and controls exercised by management in the overall operation of the fleet.

OBSERVATIONS AND RECOMMENDATIONS

ACQUISITION AND DISPOSAL OF EQUIPMENT

Key Principle

For a fleet to operate economically and efficiently with a high degree of reliability, while maintaining low cost, it is necessary for management to ensure that the appropriate timing of acquisition and disposal be employed and that alternative methods of acquisition and disposal be evaluated.

In the context of this principle, economical can be defined as acquiring the equipment in the appropriate quality and quantity at the lowest cost. Lowest cost refers to the "life cycle" cost and not merely to the "cheapest price tag".

OBSERVATIONS AND RECOMMENDATIONS (continued)

ACQUISITION AND DISPOSAL OF EQUIPMENT (continued)

Observations

Although the purchasing function is aware of and follows the concept of volume purchasing to derive benefits from volume discounts we found that full advantage was not being made of additional discounts available through early order bonuses and manufacturers assistance programs. In one case we noted that taking advantage of an early order bonus would have resulted in the cost of a \$ 50,000 truck being reduced by \$ 4,000. This is simply an example of savings to be derived from buying at the optimum point of the buying cycle and NOT a fault of the purchasing function. This is not a major saving on its own, but if taken full advantage of could produce meaningful savings overall.

The "lowest cost" of equipment cannot properly be determined without giving effect to the projected disposal value of the same vehicle. Disposal considerations include not only the make of the vehicle, but various options thereon. With respect to the automobiles clear specifications are necessary. For example:

- ° Uniformity of vehicles. This would enable realization of volume discounts as well as ensuring more marketable vehicles at time of disposal;
- ° Options selected. An option, although not being a necessity, may be worth the price if it helps disposal of the used vehicle. For example, side body mouldings and floor mats would help protect the vehicles appearance; a tilt steering wheel, a useful option considering the variety of drivers, would also improve resale value. In addition, colour combinations should be carefully selected (if possible) to improve selling price.
- ° Use specifications. In some circumstances six cylinder cars were being used while in other cases four cylinder ones. Six cylinder automobiles and vehicles larger than necessary are more costly to buy, operate and maintain. We were told that six cylinder vehicles seemed more comfortable and better able to take the wear and tear of the application in which they were being used. We do not agree that this must be the case. A program relating vehicle abuse to a particular driver would probably be more effective than trying to provide driver proof cars. We found no evidence that such a program existed. We did note subsequently, however, that virtually all of the six cylinder cars had been replaced with 4 cylinder ones.

Findings

We found that, in most cases, the "cheapest price tag" at acquisition appeared to be a major criteria in accepting tenders (see Appendix 'A').

OBSERVATIONS AND RECOMMENDATIONS (continued)

ACQUISITION AND DISPOSAL OF EQUIPMENT (continued)

Findings (continued)

The final part of the "life cycle" process is disposal. As with acquisition, timing (preferably early fall or late spring) is very important. Savings can also be derived from the method of disposal. Some examples of methods of disposal are:

- trade-in on new vehicle
- advertise at a specific price
- requests, bids and sell to highest bidder
- send to auction
- assemble a number of vehicles and run your own auction
- hire a service to dispose of the vehicles

All of these methods have merits. For example, a vehicle with unique specifications may have little or no market value, therefore, trade-in would be best. Having your own auction requires that you store vehicles until an appropriate number has been accumulated and the time is right. Using an outside auction service gives broader cover but timing is very critical. Hiring a service to dispose of the vehicles gives broad coverage, usually attracts buyers interested in specific equipment and frequently brings higher prices.

Though a policy exists for the disposal of surplus goods, we found a variety of methods were being used which appeared to be more a function of who was handling the disposal and the time available. We believe further savings could be realized from disposals from a consistent use of a fleet management organization (see Appendix 'C').

- We found no evidence that alternative methods of acquiring and disposing of vehicles had been explored by management. Accordingly, we undertook, on a preliminary basis, to examine an alternative method. Namely leasing. Some of the advantages available to the Corporation would be
 - enhanced discounts and better timing of acquisitions and disposals through the lessor's buying/disposal skills and knowledge;
 - professional assistance with the ever increasing complexities of large fleet administration;
 - for a sale/lease-back, a freeing up of significant amounts of cash.

OBSERVATIONS AND RECOMMENDATIONS (continued)

ACQUISITION AND DISPOSAL OF EQUIPMENT (continued)

Findings (continued)

Our preliminary calculations indicate that through a sale/leaseback alternative the Corporation could:

- receive approximately \$ 3,000,000 cash;
- ° free-up depreciation reserves previously created in the amount of approximately \$ 4,700,000;
- ° have a monthly "operating cost" approximately equal to what is currently the case;
- ° replace substantially more vehicles than anticipated currently thereby realizing further maintenance savings (as discussed later);
- ° as part of a fixed cost derive the benefits of professional management of future acquisitions and disposals.

We reviewed this concept with both the Ministry of Municipal Affairs and Ministry of Transportation and were informed that there is no objection to this method of financing but that such a transaction (sale/leaseback) would be subject to O.M.B. approval similar to any other long-term commitment.

Recommendations

That more precise procedures and specifications be developed regarding timing of purchase, vehicle and use specifications.

That the Corporation seriously consider the concept of sale/leaseback of a major portion of the fleet. We were not engaged to study a sale/leaseback proposition and accordingly caution you that the aforementioned comments are based on preliminary work only. We believe, however, that significant potential for savings exists in this area.

AVAILABILITY AND ADEQUACY OF MANAGEMENT INFORMATION

COSTING

Key Principle -

That a fleet of vehicles cannot be managed effeciently and economically without a comprehensive, timely and accurate information reporting system.

Such a reporting system for vehicular management would include at least

- ° reports showing total operating cost and utilization on a year-to-date and rolling 12 month period;
- ° individual unit reports showing year-to-date and lifetime costs and utilization;
- ° information should be broken down by appropriate "operating units", i.e. parks, sanitation, etc.;
- ° exception reports should be produced which would immediately identify a vehicle not meeting previously defined "reasonable" operating performance standards, i.e. maintenance costs per hour, frequency of breakdown, maintenance cost per kilometer, low utilization, and so on. These would be the vehicles requiring immediate management action and would, with appropriate management action, contribute most effectively to the controlling of costs.

Findings

During our review, we found that reports currently purporting to provide such information did not include all costs, were not totalled to provide meaningful information, did not include costs per hour or kilometer and were not reported on an exception basis. Existing reports were too voluminous and accordingly were not being used.

A cost reporting system has recently been developed by the Ministry of Transportation for use by Ontario Municipalities. Our preliminary review of the specifications of this system indicate that much of the information required to properly manage a fleet of vehicles would be supplied.

This system could produce data by department or division. This would facilitate comparison of individual vehicle performance under the same circumstances allowing management's attention to be focused on the high cost units. Continuous effort to reduce the cost of these units would

- ° bring the overall maintenance cost down;

AVAILABILITY AND ADEQUACY OF MANAGEMENT INFORMATION (continued)

COSTING

Findings (continued)

- ° avoid the pitfall of trying to compare information to other departments, divisions or cities where circumstances might argueably be different thereby discouraging any effort toward continued cost reduction.

Recommendation

That the Ministry of Transportation Vehicle Fleet Management system be implemented as soon as possible and that a monitoring system by similar groupings be established. We have been informed that this implementation is planned for the period September to December of 1988.

CHARGES TO USERS

Key Principle

Vehicles and equipment useage should be monitored thereby:

- ° allowing for proper charges to be made to the users;
- ° identification of costly surplus equipment.

Findings

A review of internal reports indicated an average annual utilization rate for rolling stock (excluding the City garage) of 35.1%. We could not come to any meaningful conclusion in this area primarily due to unreliable information. Improvements in this area would in one respect not yield savings to the Corporation as it would simply result in a different (and more meaningful) distribution of equipment costs. On the other hand it would assist greatly in identifying low use or surplus equipment.

Recommendations

That a more clearly defined procedure be implemented for the distribution of costs to user departments.

REPLACEMENT

Discussed under acquisition and disposal of equipment.

CONTRACTING FOR SERVICES AND OPEN PURCHASE ORDERS

Our review of this area did not indicate any potential for significant improvements. We note, however, that some improvements in inventory control could be realized leading to a reduced investment in parts inventories.

The use of a micro computer would

- simplify inventory checking;
- make inventory replacement more effective;
- report on obsolete and slow moving stock;
- through the use of currently available "canned" software be relatively inexpensive.

Recommendation

That consideration be given to acquiring a micro computer and appropriate software for purposes of enhancing inventory control. We understand an inventory control system currently exists. We strongly encourage its implementation.

TRAINING, QUALIFICATION AND STAFFING

Key Principle

All fleets should have established training and safety programs.

Findings

We found that

- driver's records were being checked before being allowed to operate a vehicle;
- defensive driving courses and refresher courses were being given;
- specific user training and monitoring procedures are in place.

Though these practices have been going on informally for some time, we were informed that a formal policy regarding training and safety programs has not yet been established. Although very difficult to qualify, it is logical that downtime on vehicles due to accident to the driver and/or vehicle is costly.

Recommendation

That consideration be given to formalizing a training and safety policy.

ROUTINE SERVICING

Key Principle

Economy and efficiency of a fleet can be improved through routine servicing of vehicles.

Findings

We found that the average maintenance cost for rolling stock (excluding the City Garage vehicles) was \$ 3,555 per year compared with an expectation of about \$ 3,000 per year (confirmed by various sources including information from a city of similar size). The City garage vehicles cost 5.6 cents per kilometer per vehicle to maintain compared to an expected fleet average of 3.5 cents per kilometer. Further analyses indicated that 28 of the vehicles incurred in excess of \$ 10,000 each of maintenance cost for the first 7 months of 1987, while another 38 vehicles incurred between \$ 6,000 and \$ 9,000 per vehicle of maintenance cost for the same period. These facts were not surprising, however, as more than 60% of the vehicles in the fleet are over 5 years old.

The timing and frequency for preventive maintenance inspections is important. Proper preventive maintenance keeps major long run maintenance costs lower and increases vehicle utilization because of less down time. Too many inspections are time consuming and costly; too few result in non-scheduled down time.

We noted that the City undertakes preventive maintenance inspections on heavy equipment every 4-1/2 weeks on average where a reasonable expectation would be every 8 weeks. This unnecessarily high frequency of preventive maintenance checks could be attributed to the age of the fleet. Newer vehicles in the City garage would reduce maintenance costs by up to 2.0 cents per kilometer. By amending present practice (and assuming newer vehicles) we estimate annual maintenance savings of approximately \$ 225,000 can be realized (see Appendix 'B').

Recommendation

Once the older vehicles are replaced, reduce the maintenance scheduling frequency to 150 hours for heavy equipment and every 3 months for light equipment. This would result in the maintenance manpower requirement being reduced by 3 mechanics/assistants, while ensuring continued reliability.

ADEQUACY OF CURRENT ACCOUNTING FOR DEPRECIATION RESERVES

Key Principle

That a depreciation reserve formula be developed and applied annually that would provide for the programmed replacement of vehicles.

Findings

We reviewed the depreciation methodology currently applied by the corporation. We also reviewed a report dated November 10, 1987 entitled "Depreciation and Major Repair Report" prepared by the Treasury Department. We agree with the observations and recommendations made in that report with only one minor variation. If an indexing formula is developed, we would encourage using the manufacturer's inflation index rather than the Consumer Price Index available from Statistics Canada.

Recommendation

That the recommendations set out in the report dated November 10, 1987, entitled "Depreciation and Major Repair Report" be implemented as soon as practicable if the corporation continues to own all vehicles.

INSIDE VS. OUTSIDE REPAIR CONSIDERATIONS

Key Principle

That maintenance costs be kept as low as possible by striking the right balance between the costs of those maintenance functions which it is more economical to perform "in house" and those which it is more economical to "contract out".

Findings

This particular issue was studied in depth and reported upon by Peter Barnard Associates in June of 1981. We reviewed that report and are in agreement that contracting out 15% to 20% of repair tasks - primarily major or specialized items - would be appropriate for the Corporation. According to the Barnard report in 1981 the Corporation was contracting out approximately 50% of its repair needs and recommended that that proportion be reduced to 15%. We found that in 1987 approximately 15-20% of repair needs are now contracted out and as we are in agreement with the proportion, did not proceed with any further study in his area. Management is to be commended for positive results achieved in this area.

EXHIBIT I

INTERMEDIATE VS. COMPACT CARS

	<u>Chevrolet Celebrity</u>	<u>Chevrolet Cavalier</u>
Purchase cost (1988 models)	\$ 11,500	\$ 9,200
Resale price (1985 models)	5,860	4,250

Summary

Pay \$ 2,300 less for a Cavalier and receive \$ 1,610 less at resale time, a difference of \$ 690.

Annual savings =

\$ 690 X approximately 120 vehicles = \$ 82,800 over 3 years = \$ 27,600.
=====

Resale price (1985 models)	\$ 4,250	\$ 3,750
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Purchase price of comparably equipped cars, the Cavalier costs \$ 200 extra yet the resale price is \$ 500 lower for a Reliant.

Summary

Pay \$ 200 more at front end. Recover \$ 500 more at resale.

• Net difference \$ 300.

Annual savings =

\$ 300 X approximately 120 vehicles = \$ 36,000 - 3 years = \$ 12,000.
=====

EXHIBIT II

MAINTENANCE SAVINGS

Average annual preventive maintenance inspections for vehicles comparable to the City of Hamilton's is 6.

City of Hamilton performs an average of 11 (one every 4.5 weeks).

Potential savings, based on average of 2.5 hours per inspection on 317 units, are:

11 at 2.5 hours x 317 vehicles	8,717 hours	
6 at 2.5 hours x 317 vehicles	4,755 hours	
	<hr/>	
Annual difference	3,962 hours	
3,962 hours x \$ 14.00 per hour/or time	\$ 55,468	
plus 20% benefits	11,000	
	<hr/>	
Total annual savings	\$ 66,468	\$ 66,468
	=====	

Plus a potential savings with a modern fleet

Current annual maintenance costs per unit	
\$ 3,555 x 362 units	\$ 1,287,000

Estimated costs with an updated fleet	
\$ 3,000 X 362 units	1,086,000

Annual difference	201,000
Less P.M. inspection savings noted above	66,468
	<hr/>
	\$ 134,532
	=====

134,532

Annual maintenance savings - trucks	201,000
-------------------------------------	---------

Plus

Maintenance savings on cars	
2.0¢ km x 1,200,000 kms approximately logged per year =	24,410

TOTAL ANNUAL MAINTENANCE SAVINGS	\$ 225,410
	=====

EXHIBIT III

USED VEHICLE DISPOSAL PRICES

"Average" category in pricing vs. "Rough"

	<u>Average</u>	<u>Rough</u>	<u>Difference</u>
COMMON VEHICLES USED BY THE CITY			
1984 Cavalier	\$ 3,500	\$ 2,810	\$ 690
1984 Celebrity	4,860	3,940	920
1983 Malibu	3,450	2,560	890
1984 Chevrolet C10	6,010	5,290	720
1984 Dodge D100	5,690	5,000	690
1984 Ford F150	5,990	5,310	680

Average difference between the Average and Rough price is \$ 765.

By disposing of the City of Hamilton's vehicles at an earlier time, it would be reasonable to expect to receive the "Average" price. Using the City vehicles only, the savings in net depreciation would be 120 vehicles x \$ 765 over 3 years or \$ 91,800 - 3 years = \$ 30,600 annual savings.

Selling a dump truck in February is the best time for a higher resale price, and selling it prior to the expiry of its fleet life will also add to its value. Though desirable, this is not always practical. Such planned sales of trucks will help to reduce the City of Hamilton's truck depreciation by up to \$ 3,000 per unit.

Other light trucks (150) have the potential to reduce your costs comparatively. 150 x \$ 250 = \$ 37,500.

Annual savings on cars	\$ 30,600
Annual savings on heavy trucks	34,500
Annual savings on other vehicles	37,500
	<hr/>
Total annual savings on disposals	\$ 102,600
	=====

Based on a review of the delivery times for the vehicles in the existing fleet, it would appear that 30-35% were delivered during periods when resale values are traditionally poor. Therefore the net annual savings on disposals would be approximately 1/3 of the \$ 102,600, or \$ 34,200.

EXHIBIT IV

	<u>Resale Price</u>	
	<u>Oct./87</u>	<u>Dec./87</u>
1984 Cavalier	\$ 3,310	\$ 2,990
1984 Aries	2,640	2,350
1984 Chevette	2,550	2,360
Averages	<u>\$ 2,833</u> =====	<u>\$ 2,567</u> =====

Average difference \$ 266 per car less in December than in October, and January/February is even worse. However, there is some recovery in the April/May time period.

DEFINITION

To further clarify the concept, comprehensive auditing has been defined as:

- ° an examination that provides an objective and constructive assessment of the extent to which:
 - financial, human and physical resources are managed with due regard to economy, efficiency and effectiveness; and
 - accountability relationships are reasonably served.

The comprehensive audit examines both financial and management controls, including information systems and reporting practices and recommends improvements where appropriate.

CHARACTERISTICS

There are a number of attributes of a comprehensive audit that ensure that the audit report is objective and reliable, prepared independently of those who are responsible for the function or department under review and based upon an examination of appropriate evidence.

These characteristics, explained in broad terms, are as follows:

Independent and Objective

The audit is lead and conducted by individuals who are independent of all important matters under review.

Comprehensive

Implies a systematic approach to understand the area under review - its structure, its key activities, its broad control needs and the type of information available to council and managers. This does not imply "wall-to-wall" auditing, nor does it mean the entire structure of functions and departments need to be audited simultaneous.

CHARACTERISTICS (continued)

Cyclical

As suggested above, procedures and controls of an organization are usually examined over the course of several audits.

Coordination

To the extent possible, the external auditor relies on work done by personnel within the organization.

Cooperative

The greatest benefits of comprehensive audit are likely to be achieved only if there is a spirit of cooperation.

Constructive

The comprehensive audit report is intended to be helpful and future oriented - it makes constructive suggestions about the ways that improvements can be made. It would, however, stop short of designing systems in detail as it would be inappropriate for audit to usurp or appear to usurp management's responsibilities.

Multi-disciplinary

Perhaps the most important attribute of a comprehensive audit is that it ensures a proper level of knowledge to conduct a broad scope audit. It might require an engineer to help review capital acquisitions or a computer expert to audit value for money issues associated with E.D.P.

Process

- To ensure that the comprehensive audit process is as effective as possible, the assistance of senior officials would be sought. They would be provided with regular progress reports and, where appropriate, provide advice and guidance to the audit team.

BENEFITS

The primary benefits that can be derived from the comprehensive audit are:

- the provision of an objective assessment of the extent to which the organization is currently pursuing value for money practices;
- recommendations designed to help obtain better value for money in the future;
- information and recommendations that can lead to better internal and public accountability; and
- perhaps most importantly, it is a catalyst in the continuous process of improving management practices.

These benefits can extend to managers, elected representatives and the public.

INTERVIEWEES AND OTHER RESOURCES IN NO PARTICULAR ORDER

CHIEF ADMINISTRATOR'S OFFICE

L. Sage - Chief Administrative Officer

TREASURY

E. Matthews - Treasurer

M. Chandrashekar - Supervisor of Accounting

DEPARTMENT OF PUBLIC WORKS

J. Pavelka - Director of Public Works

CENTRAL GARAGE

A. Den Otter - Fleet Superintendent

C. T. Murray - Assistant Fleet Superintendent

C. Guthrie - Foreman

CITY GARAGE

G. Di Bacco - Supervisor

MINISTRY OF MUNICIPAL AFFAIRS

D. Taylor - Financial Management Officer, Management Practices Branch

MINISTRY OF TRANSPORTATION

D. Conboy

OTHER RESOURCES

City of Etobicoke

City of York

City of Sudbury

City of Whitby

Imperial Oil Ltd.

Ford Motor Company

General Motors

Chrysler Canada

Navistar

Canadian Black Book

C.V.L. A division of Triathalon Leasing Inc.

City of Hamilton - Treasury Department

Depreciation and Major Repair Report November, 1987

Peter Barnard Associates - Vehicle Maintenance Facilities Study June, 1981



THE CORPORATION OF THE

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3Y4

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NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 16, 1988

7:00 o'clock p.m.

City Clerk's Lobby

Susan K. Prowse

R. C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

A G E N D A:

1. Go Rail Study

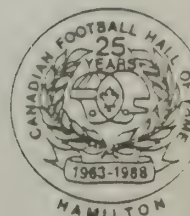
COMMISSIONER OF ENGINEERING

2. Plan of Subdivision
 - (a) DiCenzo Gardens - Phase 3
 - (b) Wisemount Forest Survey - Phase 4

URBAN MUNICIPAL

MAY 11 1988

GOVERNMENT DOCUMENTS



FOR ACTION

1

REPORT TO: Mr. Robert Prowse, Secretary
Transport and Environment Committee

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

DATE: 1988 May 10

COMM FILE:

DEPT FILE:

SUBJECT:

GO Rail Study.

RECOMMENDATION

The Planning and Development Committee has taken the following position with respect to GO Rail and has requested that the Transport and Environment Committee hold a Public Meeting, to solicit comments, prior to a report to City Council, on the following recommendations respecting the GO Rail Study:

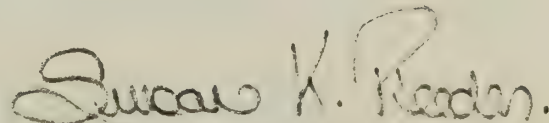
- (i) That the terminus for GO Rail be relocated at the CP (former T.H. & B.) Station as soon as possible.
- (ii) That the decision on the reconstruction of the Hunter Street tunnel be deferred until the growth in service warrants further examination;
- (iii) That the CP station be developed as a multi-modal transport terminus and that the existing bus terminal be transferred to this station;
- (iv) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;
- (v) That the maximum GO Train frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;
- (vi) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;
- (vii) That the new terminus be developed as a mixed use development, including general purpose parking;

1988 April 13

Mr. Robert Prowse, Secretary
Transport and Environment Committee
Page 2

Continued

- (viii) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:
 - (1) review any proposed CP station development with participation by the public; and,
 - (2) prepare guidelines for development in the area surrounding the CP station with participation by the public;
- (ix) That every effort be made to retain and enhance the CP building as part of any development of the terminus;
- (x) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;
- (xi) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.


Secretary

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A.

1988 April 13
Mr. Robert Prowse, Secretary
Transport and Environment Committee
Page 3

Continued

BACKGROUND

The Planning and Development Committee at its meeting held Wednesday, 1988 March 30th endorsed the above-noted recommendations on the GO Rail Study presented to them by the Central Area Plan Implementation Committee and directed that these recommendations be forwarded to the Transport and Environment Committee.

Attached herewith is the Report dated 1988 March 21st prepared by the Central Area Plan Implementation Committee.

Attch.

c.c.'s. - Alderman J. Smith, Chairman
Planning and Development Committee
- Alderman D. Christopherson, Chairman
Central Area Plan Implementation Committee
- Mr. V. Abraham, Director of Local Planning
Attention: Mr. D. Godley

F O R A C T I O N

FROM: Central Area Plan Implementation Committee

DATE: 1988 March 21

TO: Planning and Development Committee

File No.: P5-4-7

Attention Of: V. J. Abraham

SUBJECT

GO Rail Study

RECOMMENDATION

- a) That the following recommendations be endorsed by the Planning and Development Committee and forwarded to the Transport and Environment Committee for a public meeting prior to a report to Council:

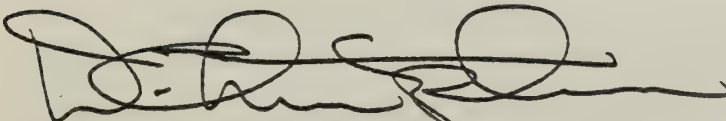
PRINCIPAL RECOMMENDATION

- 1) That the terminus for GO Rail be relocated at the CP (former T.H. & B.) Station as soon as possible;

OTHER RECOMMENDATIONS

- 2) That a public meeting be held to solicit comments prior to a City Council decision on this matter;
- 3) That the decision on the reconstruction of the Hunter Street tunnel be deferred until the growth in service warrants further examination;
- 4) That the CP station be developed as a multi-modal transport terminus and that the existing bus terminal be transferred to this station;
- 5) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;
- 6) That the maximum GO Train frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;
- 7) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;

- 8) That the new terminus be developed as a mixed use development, including general purpose parking;
- 9) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:
 - i) review any proposed CP station development with participation by the public; and,
 - ii) prepare guidelines for development in the area surrounding the CP station with participation by the public;
- 10) That every effort be made to retain and enhance the CP building as part of any development of the terminus;
- 11) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;
- 12) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.



Alderman David Christopherson
Chairperson

EXPLANATORY NOTE

Decisions about the GO Rail terminus are key to the development of the Central Area of Hamilton. The Central Area Plan Implementation Committee (CAPIC) (Appendix 1) has therefore prepared a report to enable the City to take a position on the matter.

A CP Station terminus has been recommended by a technical Project Team (Appendix 2) studying the improvement of GO Rail service. A summary of the information given by consultants McCormick Rankin is included in Appendix 3.

BACKGROUND

Individual CAPIC members have attended open houses prior to a presentation by McCormick Rankin to CAPIC in January. A sub-committee was formed and the report prepared and reviewed by CAPIC in February. The recommendations are based on available information at the time of writing this report. However, there may be a need to revise these recommendations as new information becomes available.

ANALYSIS

General Comment

An increased GO Rail service to Hamilton is important to the long term future of Hamilton. A rail link will improve transportation connections to Toronto and the east and supplement existing GO bus service and the freeway network. GO trains will be particularly important at rush hour when the freeway system is congested. GO trains will help the community have better access to Toronto and the east, allow those with jobs in the Toronto area to live in Hamilton more easily and create a commuting corridor for those who live along the northern lakeshore and who work in Hamilton. An efficient integrated transportation system will increase the economic potential of the Region, the City, the Central Area, and the downtown.

A GO rail terminus as part of an intermodal facility in the Central Area is in accordance with the city policies and the draft Central Area Plan (Appendix 4).

Location

Proximity of the CP station to the downtown and high density residential areas will provide significantly more convenience for potential users than the CN option.

Cost Effectiveness

Convenient location of the CP station will ensure greater ridership than the CN option and therefore, in the long run will provide a more cost effective service.

Intermodal Connection

The provision of a combined long distance bus terminal/GO Rail service is essential to an integrated transportation system. This can be provided equally well at both locations. However, the proximity of the major local bus movements (east, west along King and Main and mountain access on James and John) allows a good interconnection with the CP station. The VIA service, however, would be separate and a CP option would not jeopardize the expansion of this service. The CN station would require a special shuttle service to connect it with the downtown.

Economic Development

Development of the terminus and surrounding area has greater potential at the CP station because of its proximity to the downtown and all its support services. Improved transportation links would make investment in the downtown and Region, as a whole, more attractive. A terminus at the CP station would provide an impetus for development to the east of James Street.

Parking

The CN Station has limited scope for commuter car parking particularly when the land required for the Perimeter Road is removed. At the CP station there is even less scope. However, all day commuter parking at no charge or low rates, particularly at the CP Stations, is unrealistic and not desirable since it will use space which is at a premium for other purposes and add to the congestion in the downtown and nearby neighbourhoods. The Waterdown Station should be designed to provide adequate commuter parking as soon as the rail terminus is opened and for future expansion.

Cost

The CP option is \$32 million more than the CN option. However, if the CP option excludes the double tracking and tunnel reconstruction in the vicinity of Queen Street, the two alternatives are comparative in cost; the CP option would be \$8 million less costly. The Province is expected to fund the total cost of the extension of GO Train service.

Neighbourhood Impacts

The CN route right-of-way has little neighbourhood impact. The CP route has impacts on neighbourhood uses between Dundurn and Queen and Park and the CP Station. Impacts will also be felt east of the CP Station where trains are stored before being brought into service. Mitigating measures, possibly enclosing sections of railway are required to reduce noise, vibration and fumes. To this end, public participation should be provided in developing these measures.

Urban Design

The development of the CP Station presents interesting urban design opportunities and the potential for using and linking underused space at various levels. The CP Station, which is categorised as a landmark building by LACAC, would be provided with a new lease of life to ensure its preservation. There is a need to provide guidelines for new development surrounding the station to ensure development is properly integrated with the neighbourhood. The CN Station is also a landmark building and should be maintained as the VIA Station.

CONCLUSION

CAPIC has concluded that the most appropriate location for the terminus is the CP station and that as full a service as possible should be provided as soon as possible.

However, there is concern about the cost and impact of double tracking and Hunter tunnel reconstruction. Service should, therefore, be provided without reconstruction of the tunnel and a further decision made as the service develops. It is anticipated that the capacity of the Hunter Street tunnel will be satisfactory for a long time period and that options to the reconstruction of the tunnel, (e.g. supplementing service with the CN Station) could be considered as service approaches up to the maximum the existing tunnel allows, (i.e., approximately twenty passenger trains, which includes trains to and from Hamilton). It is felt to be impractical to provide full service (such as between Oakville and Toronto) for the foreseeable future because of the anticipated demand for service.

The Neighbourhood Associations and others interested should be involved, from the outset with the Province, in developing mitigating and enhancement measures to ensure a socially and environmentally sensitive option. The Urban Design Committee should be asked to review the proposed development and to prepare guidelines for surrounding development.

ADDENDUM

A majority of CAPIC members support the recommendations as presented. However, a number of members either opposed the recommendations or abstained from voting. Those opposing the recommendations favour the CN Station with the information that is now available. They see the advantages of the CN Station as being of long term economic benefit in terms of location within the City. They also see the CN Station being appropriate for extension of service to the Niagara Peninsula. Those abstaining either favour the CP station or are neutral on the choice of terminus.

The general concern of CAPIC members as a whole is that there is not enough economic or social impact information available or information about general feelings of the public, for final recommendations. For this reason CAPIC has recommended continued review as new information becomes available.

DG/dkp/CS

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE (CAPIC)

CURRENT MEMBERSHIP - January, 1988

Alderman David Christopherson (Chairman)

John Nolan (Vice-Chairman), Chamber of Commerce

Dr. Andrew Burghardt (Dr. Bill Anderson, alternative), McMaster University

Mark Boyak, Hamilton Real Estate Board

Bruce Charlton

Russell Elman, Coalition on Sensible Transit and Durand Association

Ozzie Ferguson, United Senior Citizens of Ontario

Rev. Charles Forsyth, First Place

Arthur Lomax, Hamilton Automobile Club

Howard Mark, Local Architectural Conservation Advisory Committee

Gabriel Etele, Downtown Business Improvement Area

Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board

Bruce Rankin, Hamilton Society of Architects

Gillian Simmons, North End Neighbourhood

Gloria DeSantis (Clodagh Stoker-Long, alternative), Social Planning and Research Council

Marvin Wasserman, King East Business Association

David Cohen, Corktown-Stinson Neighbourhoods

Member to be named, Hamilton District Labour Council

Member to be named, Hamilton Board of Education

PRELIMINARY TECHNICAL RECOMMENDATIONSROUTE

- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, SHIFT EXISTING SERVICE FROM CN STATION TO CP/TH&B STATION.

LEVEL OF SERVICE

- PROCEED WITH DETAILED SIMULATION BY CN AND CP TO DETERMINE VARIOUS LEVELS OF SERVICE AND TRACK REQUIREMENTS (E.G. AT TUNNEL).
- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, PROVIDE INCREMENTAL IMPROVEMENTS IN LEVEL OF SERVICE AS APPROPRIATE.

STATIONS

- ESTABLISH THE REQUIREMENTS FOR THE STAGED IMPLEMENTATION OF THE INTEGRATION OF BUS AND RAIL SERVICES AT THE TH&B STATION. THIS FACILITY WILL BE THE FOCUS FOR DOWNTOWN HAMILTON ACCESS TO THE GO TRAIN SYSTEM.
- PROTECT FOR THE FUTURE STAGED IMPLEMENTATION OF A STATION AT WATERDOWN ROAD. THIS STATION WILL PROVIDE THE FOCUS FOR REGIONAL ACCESS VIA THE HIGHWAY NETWORK TO THE GO TRAIN SYSTEM.

PROJECT TEAM

The GO Train Extension Program Project Team consists of representatives from:

- o The Ministry of Transportation and Communications;
- o GO Transit;
- o McCormick Rankin (Consultants);
- o Regional Municipality of Halton (Mr. H. Wong, Director of Planning);
- o Regional Municipality of Hamilton-Wentworth (Mr. Heinz Schweinbenz, Commissioner of Transportation).

BJ:CS
0186P

INTRODUCTION AND BACKGROUND

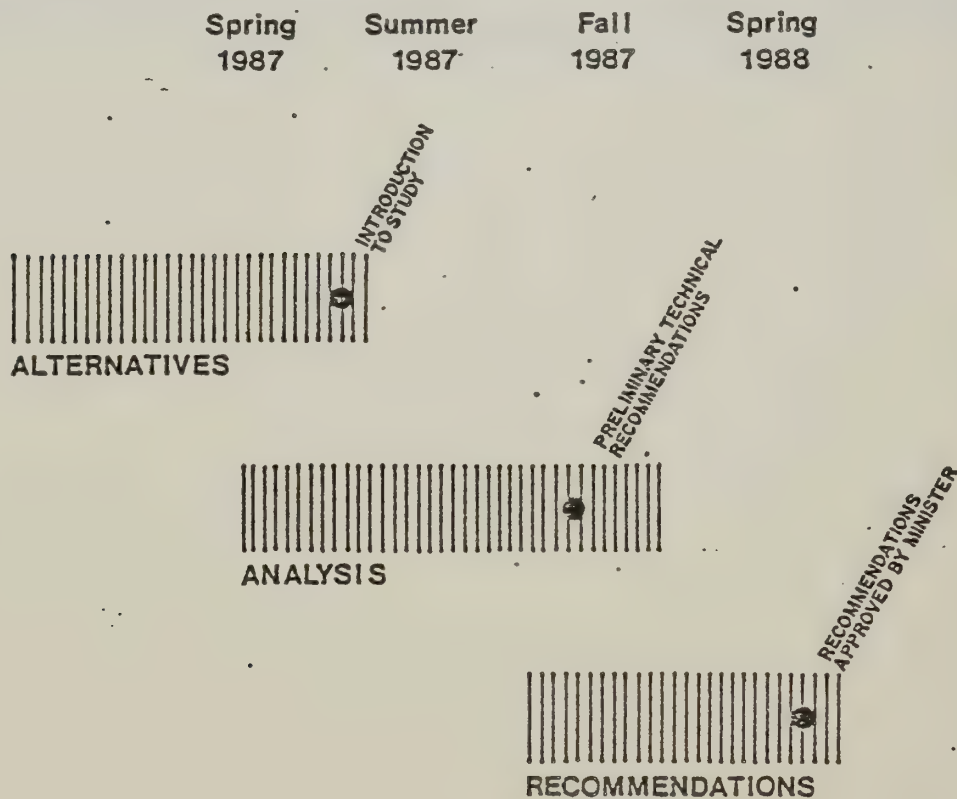
WELCOME TO THIS INFORMATION CENTRE. IT HAS BEEN ARRANGED SO THAT PEOPLE WHO ARE INTERESTED IN THE BURLINGTON TO HAMILTON SECTION OF THE GO TRAIN SERVICE EXPANSION PROGRAM CAN REVIEW THE RESULTS OF THE STUDY TO DATE AND DISCUSS THE PROJECT WITH REPRESENTATIVES OF THE STUDY TEAM.

THREE GO TRAINS PRESENTLY RUN FROM THE HAMILTON CN STATION TO TORONTO IN THE MORNING AND BACK IN THE AFTERNOON. FULL GO TRAIN SERVICE PRESENTLY RUNS BETWEEN PICKERING AND OAKVILLE AND IS PLANNED TO BE IN PLACE BETWEEN OAKVILLE AND BURLINGTON BY THE EARLY 1990's.

THE CURRENT STUDY IS TO INVESTIGATE THE POSSIBLE EXPANSION OF GO TRAIN SERVICE BETWEEN BURLINGTON AND HAMILTON.

STUDY OBJECTIVES

- TO DETERMINE LONG RANGE RECOMMENDATIONS FOR GO TRAIN SERVICE TO HAMILTON.
- TO PROVIDE FOR AN INTEGRATED LOCAL AND REGIONAL TRANSIT SYSTEM THROUGH THE DEVELOPMENT OF A SINGLE CENTRAL HAMILTON STATION.
- TO DEFINE STAGING PLANS THAT WOULD ALLOW FOR THE IMPLEMENTATION OF THE RECOMMENDATIONS.
- TO PROTECT A ROUTE AND PROPERTY FOR THE RECOMMENDATIONS.

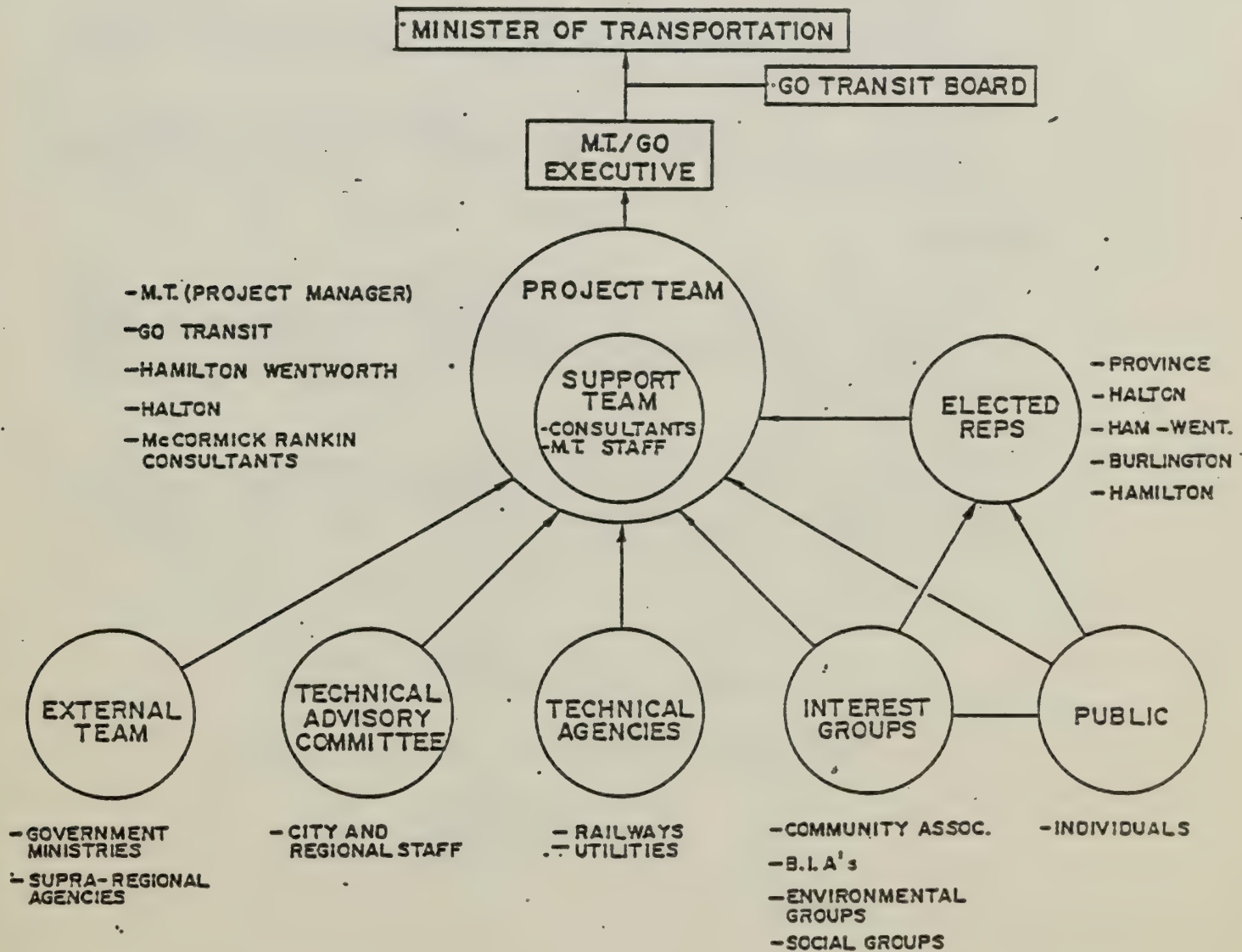


● Public Information Centres

THE CURRENT STUDY WILL BE COMPLETE WHEN AN ENVIRONMENTAL ASSESSMENT REPORT DETAILING THE ALTERNATIVES, ANALYSIS AND RECOMMENDATIONS IS SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT. THIS IS SCHEDULED TO OCCUR IN LATE 1988 OR EARLY 1989. CONSTRUCTION OF ANY RECOMMENDED FACILITIES CANNOT OCCUR UNTIL FINAL APPROVAL OF THE REPORT BY THE MINISTRY OF THE ENVIRONMENT.

STUDY ORGANIZATION

THE STUDY IS FUNDED BY THE PROVINCE OF ONTARIO AND IS DIRECTED BY THE MINISTRY OF TRANSPORTATION AND GO TRANSIT THROUGH A PROJECT TEAM, WHICH INCLUDES REPRESENTATIVES FROM THE REGIONS OF HAMILTON-WENTWORTH AND HALTON. THE STUDY IS CARRIED OUT WITH INPUT FROM THE PUBLIC AND INTERESTED AGENCIES, AND A REPORT IS PREPARED WITH RECOMMENDATIONS FOR THE MINISTRY OF TRANSPORTATION. THE STUDY IS BEING CARRIED OUT IN ACCORDANCE WITH THE ENVIRONMENTAL ASSESSMENT ACT AND WITH COMPLETE AND OPEN PUBLIC INVOLVEMENT.



PRELIMINARY TECHNICAL RECOMMENDATIONS

ROUTE

- SUBJECT TO ENVIRONMENTAL ASSESSMENT APPROVAL, SHIFT EXISTING SERVICE FROM CN STATION TO CP/TH&B STATION.

LEVEL OF SERVICE

- PROCEED WITH DETAILED SIMULATION BY CN AND CP TO DETERMINE VARIOUS LEVELS OF SERVICE AND TRACK REQUIREMENTS (E.G. AT TUNNEL).
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- ESTABLISH THE REQUIREMENTS FOR THE STAGED IMPLEMENTATION OF THE INTEGRATION OF BUS AND RAIL SERVICES AT THE TH&B STATION. THIS FACILITY WILL BE THE FOCUS FOR DOWNTOWN HAMILTON ACCESS TO THE GO TRAIN SYSTEM.
- PROTECT FOR THE FUTURE STAGED IMPLEMENTATION OF A STATION AT WATERDOWN ROAD. THIS STATION WILL PROVIDE THE FOCUS FOR REGIONAL ACCESS VIA THE HIGHWAY NETWORK TO THE GO TRAIN SYSTEM.

ANALYSIS FACTORS

- TRANSPORTATION SERVICE
 - RAIL
 - BUS
 - STAGING
- ECONOMIC EFFECTS
 - COMMERCIAL
 - RESIDENTIAL
 - TOURISM
 - ATTRACTION TO HAMILTON
- CONSTRUCTION COSTS
 - RAIL COSTS
 - STRUCTURE COSTS
 - TUNNEL COSTS
- SOCIAL EFFECTS
 - COMMUNITY INTRUSION
 - NOISE
 - CONSTRUCTION EFFECTS
- NATURAL ENVIRONMENTAL EFFECTS
 - SENSITIVE AREAS
 - VEGETATION
 - WATER

GO TRAIN SERVICE EXPANSION PROGRAM - EVALUATION OF ALTERNATIVES
ECONOMIC EFFECTS

CRITERIA	CP/TH&B FULL SERVICE	CP/TH&B PARTIAL 2-WAY	CP/TH&B IMPROVED 1-WAY	CN FULL SERVICE	CN PARTIAL 2-WAY	CN IMPROVED 1-WAY
o Likelihood of Increasing/ reinforcing the number of people moving to Hamilton	●	●	—	●	●	—
o Likelihood of Increasing/ reinforcing the draw to major tourism attractions	●	●	—	●	●	—
o Likelihood of Increasing/ reinforcing attractiveness of the core to businesses	●	●	—	●	●	—
o Likelihood of stimulating/ reinforcing localized redevelopment and con- venience-order businesses	●	●	●	●	●	—



GO TRANSPORTATION SERVICE EXPANSION PROGRAM - ANALYSIS OF ALTERNATIVES
ECONOMIC EFFECTS

CRITERIA	CP/TH&B STATION		CN STATION	
	EXISTING	POTENTIAL	EXISTING	POTENTIAL
o Population within 750 m of station	12,890	14,120 *	6,900	6,600 *
o Employment within 750 m of station	21,860	26,750 *	7,330	10,070 *
o Residential unit development within 750 m of station	±7,540	±8,560	±2,960	±3,180
o Commercial development within 750 m of station (includes office and retail commercial)	207,200 m ² *** (office only)	±555,600 m ² **	Negligible	±55,700 m ² **
o Tourist/Recreational attractions within 750 m of station	6 (Copps Coliseum, Art Gallery, Football Hall of Fame, Convention Centre, Jackson Square, Hamilton Place)	8 (The 6 in existing + Theatre Aquarius and Eaton Centre)	0	1 (Waterfront Park)
o Compatibility of Terminal with Municipal Land Use/Development policies	Not applicable Terminal unused	Compatible	Compatible since already in use	Less compatible since not in development area

* Population and Employment Figures Based on Year 2011 Ministry of Transportation Forecast

** Based on 65% of Maximum Permissible Floor Area Under Current Zoning. Source: City of Hamilton

*** Source: Chambers & Co. Ltd., Hamilton Office Space Inventory, July 1987

LEVEL OF SERVICE		SUMMARY OF ANALYSIS											
		BENEFITS				COST		IMPACTS					
		TRANSPORTATION SERVICE		ECONOMIC DEVELOPMENT		CAPITAL * COST		SOCIAL EFFECTS		NAT. ENVIRON. EFFECTS			
		CN	CP	CN	CP	CN	CP	CN	CP	CN	CP		
20 MINUTE PEAK SERVICE													
8 1 HR. OFF PEAK													
2 WAY PEAK SERVICE													
8 1 HR. OFF PEAK													
2 WAY PEAK SERVICE													
8 2 HR. OFF PEAK													
ADDITIONAL 1 WAY PEAK SERVICE													
EXISTING 6 TRAIN SERVICE													
		MOST PREFERRED										LEAST PREFERRED	
		COST DOES NOT INCLUDE ROLLING STOCK.											

(1) THESE CN COSTS ARE BASED ON A PRELIMINARY ASSESSMENT THAT DOES NOT REFLECT A DETAILED SIMULATION OF OPERATIONS WITHIN THE CN YARD OR THE INTERACTION OF THE GO/CN/PERIMETER ROAD AND WATERFRONT PARK PROPOSALS. IT IS POSSIBLE THAT A FINAL ASSESSMENT WOULD RESULT IN SIGNIFICANTLY HIGHER COSTS.

FUTURE WORK

THE FOLLOWING ACTIVITIES NEED TO BE CARRIED OUT BEFORE THE STUDY IS COMPLETE:

RAIL STUDIES: BOTH CN RAIL AND CP RAIL WILL UNDERTAKE DETAILED SIMULATIONS OF SPECIFIC GO TRAIN SCENARIOS TO DETERMINE THE LEVEL OF GO TRAIN SERVICE POSSIBLE FOR DIFFERENT TRACK REQUIREMENTS. THIS WILL DETERMINE WHAT LEVELS OF GO TRAIN SERVICE WOULD REQUIRE CONSTRUCTION OF NEW TRACKS IN AREAS SUCH AS THE ROYAL BOTANICAL GARDENS AND THE HUNTER STREET TUNNEL.

CONSULTATION: FURTHER CONSULTATION WITH INTEREST GROUPS, CITIZENS, TECHNICAL STAFF AND ELECTED OFFICIALS WILL OCCUR, PARTICULARLY DURING THE MUNICIPAL COUNCIL APPROVAL PROCESS AND PUBLIC REVIEW OF THE FINAL RECOMMENDATIONS.

DETAILED ANALYSIS AND EVALUATION: FURTHER ANALYSIS AND EVALUATION WILL OCCUR TO ENSURE THAT ALL THE TECHNICAL FACTORS AND PUBLIC INPUT ARE TAKEN INTO ACCOUNT BEFORE FINAL RECOMMENDATIONS ARE MADE. THE COMMENTS PROVIDED BY THE PUBLIC AT THIS INFORMATION CENTRE WILL BE PART OF THIS ANALYSIS.

ENVIRONMENTAL ASSESSMENT: AN ENVIRONMENTAL ASSESSMENT REPORT WHICH COMPILES ALL THE ALTERNATIVES, ANALYSIS AND EVALUATION DONE IN THE STUDY WILL BE PREPARED AND SUBMITTED TO THE MINISTRY OF THE ENVIRONMENT FOR GOVERNMENT AND PUBLIC REVIEW AND FINAL APPROVAL.

NEXT PUBLIC INFORMATION CENTRES: THE NEXT ROUND OF PUBLIC INFORMATION CENTRES IS SCHEDULED FOR SPRING 1988.

POLICIES FROM THE DRAFT

CENTRAL AREA SECONDARY PLAN

- 4.8.14 All forms of public transit should contribute to a convenient and coordinated system of transportation.
- 4.8.15 A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.
- 4.8.16 Existing commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be maintained and improved.

FOR INFORMATION

REPORT TO: SUSAN REEDER, ACTING SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

FROM: J. D. THOMS, COMMISSIONER
PLANNING AND DEVELOPMENT DEPARTMENT

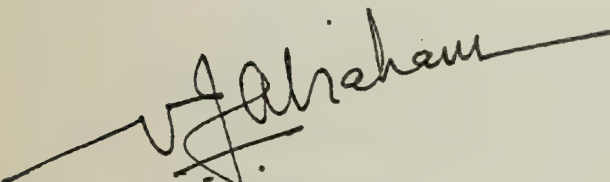
DATE: 1988 March 24
COMM FILE:
DEPT. FILE: P5-4-7-9

SUBJECT:

GO Rail Study

RECOMMENDATION

- a) That the Planning and Development Department support the recommendations of the Central Area Plan Implementation Committee (CAPIC) regarding the GO Train Expansion Program; and,
- b) That the recommendation and the report be referred to the Transport and Environment Committee for consideration.


V. J. Abraham, M.C.I.P.
Director of Local Planning

J. D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

See CAPIC's GO Rail Study Report.

BJ/dkp

WP 0021P

F O R A C T I O N

2 (a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

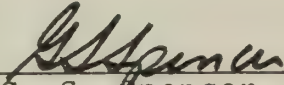
DATE: 1988 May 03
COMM FILE: 3-11.4
DEPT FILE: S704-35
ID#0043D (43)

SUBJECT

Plan of Subdivision for "DiCenzo Gardens - PHASE 3", Hamilton.

RECOMMENDATIONS

- (a) That the submitted schedule for the estimated cost of services in "DiCenzo Gardens - PHASE 3", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- (b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;
- (c) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing; and,
- (d) That the City Solicitor be authorized and directed to prepare a By-law to incorporate the 0.3m reserve, Block 88 on Plan 62M-511 into Sorrento Place. The said By-law for this parcel of land is to be registered following the registration of the Final Plan of Subdivision for "DiCenzo Gardens - PHASE 3".



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying for 100% of the services to be installed at an estimated cost of \$8,133.42.

For the information of the Committee, sidewalks will not be installed on Sorrento Place. This is in accordance with City policy. The estimated cost savings to the subdivider is approximately \$5,000.00.

Cont'd...

Cont'd...

BACKGROUND

Clause 10B(b) of the Fifteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on July 22, 1986, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is DiCenzo Construction Company Limited (A. DiCenzo, President). Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of six (6) lots for single-family residential use.

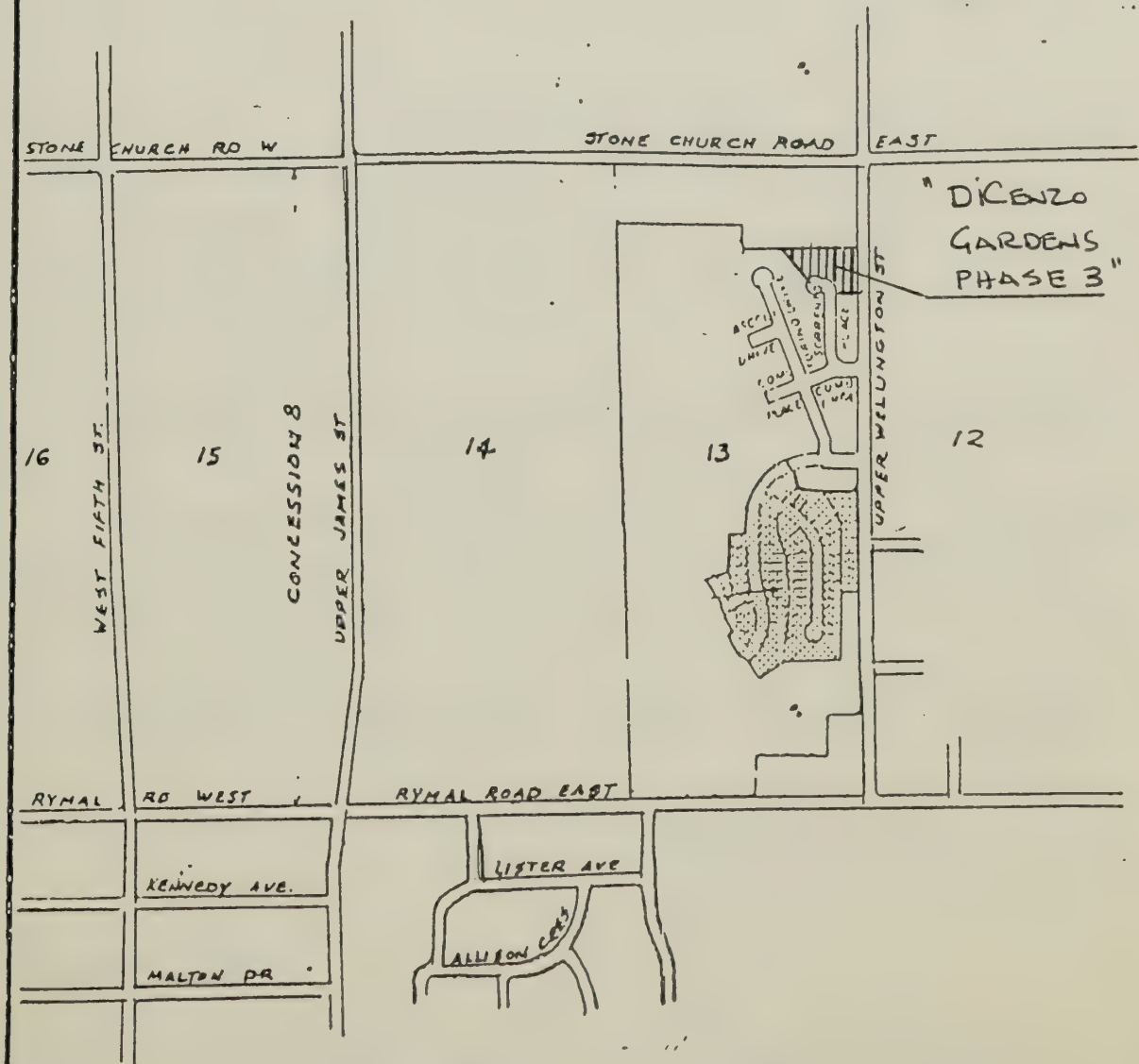
For the Committee's information, there is a 0.3m reserve fronting Lots 1 to 6 which is owned by the City. This 0.3m reserve is now to be incorporated into the road allowance and is known as Block 88 on Plan 62M-511.

CAU:cab.
Encl.

c.c. K. A. Rouff, City Solicitor
D. Vyce, Director of Real Estate
M. A. Chidley, Regional Surveyor

Key Plan

SCALE 1:12000



2 (b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

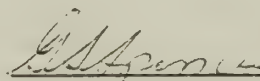
DATE: 1988 May 5
COMM FILE: 3-11.4
DEPT FILE: S723-40
ID#0068

SUBJECT:

Plan of Subdivision for "WISEMOUNT FOREST SURVEY - PHASE 4", Hamilton

RECOMMENDATION

- a) That the submitted schedule for the estimated cost of services in "WISEMOUNT FOREST SURVEY - PHASE 4", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- d) That the City's share of the cost of services (\$4,278.00) be approved and that the Executive Committee recommend the source of funding for this project.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of the services to be installed in "WISEMOUNT FOREST SURVEY - PHASE 4" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE CONSIDERED</u>
Final Roads	\$4,278.00
TOTAL CITY SHARE	\$4,278.00

- page 2 -
May 5, 1988

Plan of Subdivision for "WISEMOUNT FOREST SURVEY - PHASE 4", Hamilton
Cont'd

The total amount of the City share (\$4,278.00) is non-recoverable due to the use of extra strength asphalt on Lockheed Drive.


The estimated cost of the Subdivider's share of the services to be installed is estimated to be \$105,879.98.

BACKGROUND

Clause 4(b) of the nineteenth report of the Planning and Development Committee, as adopted by City Council at its meeting held on September 27, 1983, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided.

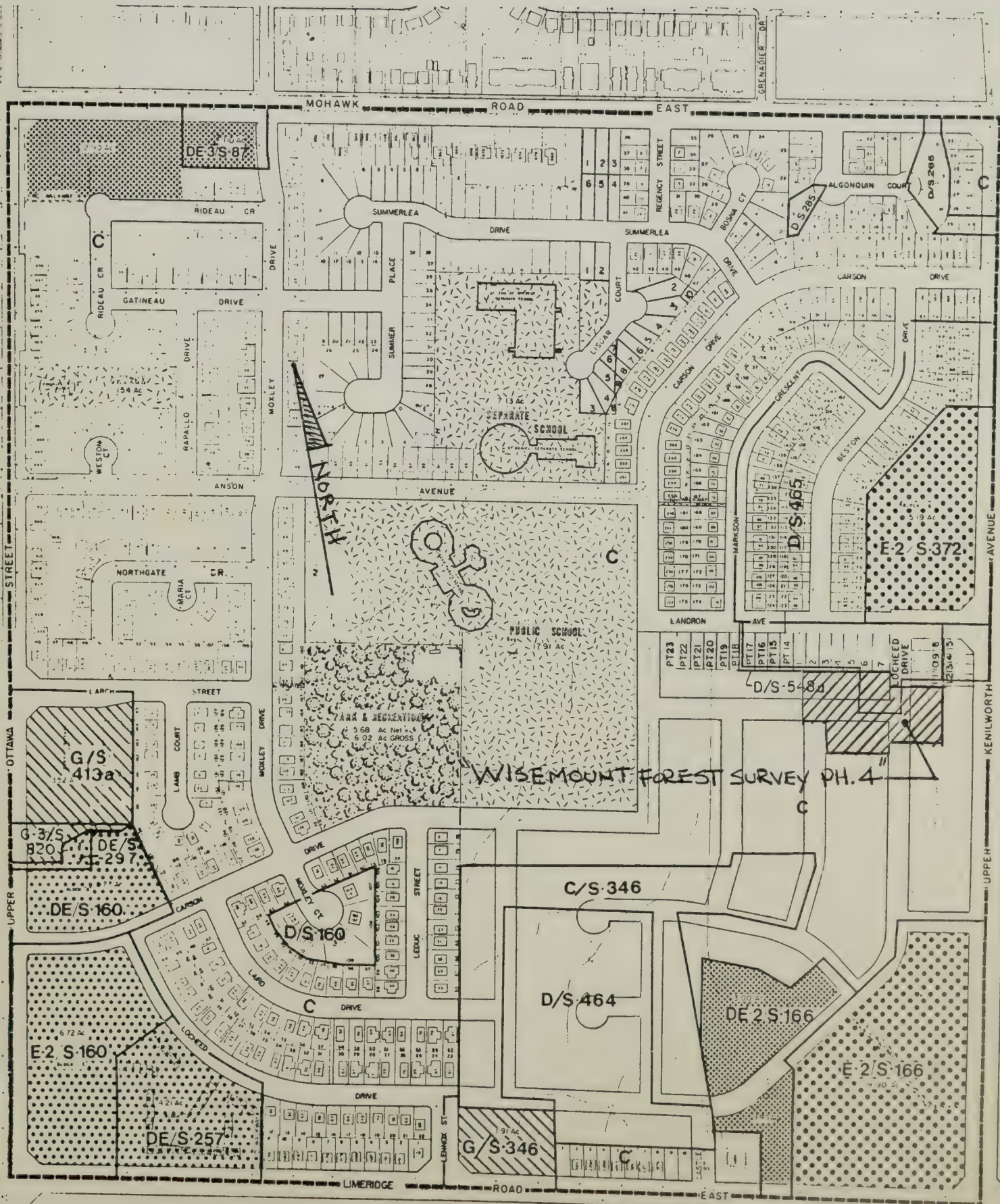
The present owner of these lands is S. Wise Construction Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as proposed by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of thirteen (13) lots for single family residential use.

 CAU:sm

cc: J. Schatz, Secretary, Executive Committee
cc: B. Matthews, City Treasurer
cc: B. Hotrum, City Treasury Department

KEY PLAN
N.T.S.





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JUN 20 1988

1988 June 13

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, June 20, 1988

3:00 o'clock p.m.

Room 233, City Hall

R. C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 5:30 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, April 18, 1988 and Monday, May 02, 1988 meetings of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of One (1) 34,000 lbs. GVW Diesel Truck Chassis Complete with Street Flusher and Hydrostatic Drive Pump mounted
3. (a) Rental of Motor Graders and Labour for Snow Removal, Public Works Department
(b) Rental of Snow Removal Equipment and Labour, Public Works Department

DIRECTOR OF PROPERTY

4. Tenancy - 332 Magnolia Drive - Leslie and Rosalie Voros
5. Sale - 1' Reserve - Rochelle Avenue to 712169 Ontario Limited



6. Sale - 128 Guildwood Drive to Farrukh and Farida Qureshi
7. Sale of Unopened Road Allowance - Melissa Street
8. Sale of Alleyway between 145-147 Grant Avenue
9. Purchase of land from Cochren Construction Co. Limited for the Extension of Greenhill Avenue
10. Expropriation for Sewers and Roadway purposes - Kingsberry Gardens, Phase 4, Part of Lot 3, Concession 6, Barton
11. Expropriation for Road and Municipal Purposes - Boxinbaum - Part of 1477 Upper James Street

CITY SOLICITOR

12. Highway Expropriation - Offer of Compensation and Notice of Possession

COMMISSIONER OF ENGINEERING

13. Additional Cost Sharing - David Ben Survey Addition - Subdivision Agreement
14. Annual Overload Permit - K's Transport Inc.
15. Temporary Road Closure, Campbell Avenue and Britannia Avenue, from Ottawa Street North, easterly to Municipal Parking Lot Entrances (approximately one-half block) to hold a Craft Festival
16. (a) Boulevard Cafe Licence Application - Lorenzo's Restaurant - 21 Augusta Street, Lease of the Abutting Boulevard
(b) Boulevard Cafe Licence Application Cecil's Tavern - 111 to 113 James Street North Leasing of the Vine Street Road Allowance
(c) Boulevard Cafe Licence Application Copper John's Tavern - 345 James Street North Leasing the Murray Street West Road Allowance
(d) Seasonal Licence - Outdoor Boulevard Cafe Request to Lease a Portion of the Jackson Street West Road Allowance Abutting 96 Locke Street South
17. Baxter Street - Unopened Road Allowance from Stroud Road easterly to the Ontario Hydro Right-of-way. Rescind Council resolution for closure

18. To Incorporate Certain Lands Into

- (a) Kordun Street
- (b) Crerar Drive
- (c) DiCenzo Drive
- (d) Acadia Drive and Twin Crescent
- (e) Rockland Avenue

19. Encroachment Agreement (Sidewalk Heating Cables and Wiring) 22
Fairholt Road South

20. Inadvertent Encroachment Agreement

- (a) 169 Niagara Street North
- (b) 120 Pearl Street North
- (c) 78 Vine Street
- (d) Alley Abutting 9-11 Wentworth Street North
- (e) 477 Catharine Street North
- (f) 49 Fairleigh Crescent
- (g) 32 Murray Street
- (h) Colbourne Street at side of 265 James Street North
- (i) 109-111 Pearl Street North
- (j) 34 Dundurn Street North
- (k) 116 Hess Street/186 Cannon Street West
- (l) 176 Sanford Avenue North (on Bristol Street)
- (m) 350 Victoria Avenue North
- (n) 29-31 Tisdale Street North
- (o) 59 Kinrade Avenue
- (p) 68 Ferguson Avenue South
- (q) 92 Grant Avenue
- (r) 358 Birch Avenue

- (s) 47 London Street North
- (t) 66 East Bend Avenue North
- (u) 538 Upper James Street

21. **Banner Display Application**

- (a) Hamilton District Physiotherapy Association - March 20, 1989 to March 27, 1989
- (b) Creative Arts Inc. - July 11, 1988 to July 18, 1988
- (c) Tropical Air Plants Inc. - April 3, 1989 to April 17, 1989
- (d) Hadassah Bazaar Organization - October 30, 1989 to November 6, 1989
- (e) Creative Arts Inc. - July 31, 1989 to August 14, 1989 (2 weeks) and November 20, 1989 to December 4, 1989 (2 weeks)
- (f) Big Brothers Association - January 9, 1989 to January 16, 1989, March 27, 1989 to April 3, 1989, August 28, 1989 to September 4, 1989
- (g) Hamilton-Wentworth Roman Separate School Board - March 6, 1989 to March 13, 1989

22. **Local Improvements**

- (a) Proposed Construction of Independent Concrete Sidewalks on Stone Church Road West, east of Upper Paradise Road
- (b) Proposed Construction of an Independent Concrete Sidewalk on the East Side of Lake Avenue between Huckleberry Drive and Delawana Drive
- (c) Proposed Construction of Concrete Sidewalks and Curbs on the West Side of Adeline Avenue Between Barton Street and Mahony Avenue.

23. **Plan of Subdivision for "Rushdale Manor", Hamilton**

24. **Assumption of Road Widenings - Grays Road**

25. **1988 Bus Shelter Program**

DIRECTOR OF TRAFFIC SERVICES

26. Loading Regulations in front of Glen Echo Public School, 140 Glen Echo Drive
27. South Side of Clinton Street, east of Ruth Street - Wheelchair Loading Zone
28. Membership in the Ontario Traffic Conference
29. Consolidation of Schedule 22 (Hamilton Street Railway Bus Routes) By-law 66-100 to Regulate Traffic
30. Neighbourhood Watch
 - (a) North End East Neighbourhood
 - (b) Neighbourhood Watch Signs for the City of Hamilton
31. Boulevard Parking
 - (a) No. 55 West Avenue South
 - (b) No. 288 Homewood Avenue
32. Intersection Control
 - (a) Haddon Avenue and Marion Avenue
 - (b) Rockland Avenue and Templemead Drive and Lowcrest Avenue and Templemead Drive
 - (c) King William and Emerald Streets
 - (d) Park Plaza Drive and Parkwood Crescent
 - (e) Rowntree and Ramsden Drive
 - (f) Grand Oaks and Southampton
33. School Traffic Officer
 - (a) Stinson Street at Victoria Avenue, Erie Avenue and Emerald Street
 - (b) Britannia Avenue and McLaren Avenue
34. Parking Regulations
 - (a) Dover Drive between Champlain Avenue and Greenford Drive
 - (b) West side of Dundurn Street South, north of Glenside Avenue

- (c) Aurora Street between Charlton Avenue East and Forest Avenue
- (d) North Side of Foster Street between Walnut Street South and Ferguson Avenue South
- (e) West Side of Montcalm Drive, South of Lynbrook Drive
- (f) East Side of Magnolia Drive, North of Mohawk Road West
- (g) East 33rd Street between Concession Street and Crockett Street
- (h) No. 56 Adis Avenue
- (i) East side of Birch Avenue (westerly leg) south of Barton Street East
- (j) West side of East 27th Street, south of Concession Street
- (k) Claudette Gate, east of Garth Street
- (l) Bold Street between Pearl and Ray Streets
- (m) Park Street North between Cannon and Vine Streets
- (n) 28th Street between Fennell Avenue and Brucedale Avenue
- (o) West 33rd Street between Sanatorium Road and Elmwood Avenue

MISCELLANEOUS

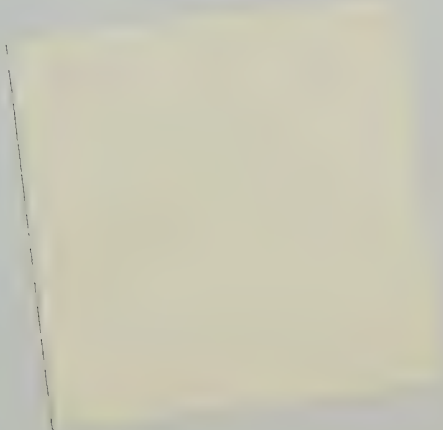
- 35. (a) Litter Container S/E corner of Upper Wentworth and Mohawk
- Alderman Gallagher
- (b) Water Pollution Control Federation Conference - October 3-6,
1988, Dallas
- (c) Re-opening of Gosford Drive - Alderman Murray

36. BILLS

- (a) By-law respecting the construction of local improvements of an independent concrete sidewalk on the south side of Mohawk Road West between Upper Horning Road and the West between Upper Horning Road and the West City limits as described in Schedule "A" hereto - \$5 500.
- (b) By-law to Widen Enola Avenue by Incorporating therein Block "C" Plan 62M-219.
- (c) By-law to Widen Eaglewood Drive by Incorporating therein Block "F", Plan 62M-219 and Block 46, Plan 62M-472.

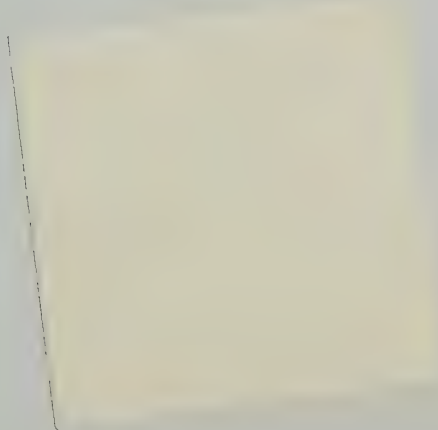
- (d) By-law to Widen Presidio Drive by Incorporating therein Part 9, Plan RC-H-282.
- (e) By-law respecting the construction of local improvements of an independent concrete sidewalk on the east side of Upper Wentworth Street from Limeridge Road to Southpark Avenue as described in Schedule "A" hereto - \$59 000.
- (f) By-law to Widen Royalvista Drive by Incorporating therein Parts 1 and 3, Reference Plan 62R-9436.
- (g) By-law to close that portion of Beach Road designated as Parts 1 and 2, Plan 62R-9321.
- (h) By-law to close that portion of Megna Court shown as Block "H" on Plan M-285.

37. DELEGATIONS

- (a) Intersection of Inverness Avenue and Elcho Street - Request for School Traffic Officer
 - (b) Alleyway bounded by Barton, Cannon, Leeming and Wentworth Streets - Alderman Valeriano
 - (c) Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations
- 

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- 

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
2. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice - Alderman Murray
3. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
4. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
5. Increasing amount of road re-construction	Jan 4/88	Mr. Spencer	Report Pending
6. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
7. How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
8. Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987
9. Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
10. West side of Elgar Avenue between Limeridge Road West and Fassett Avenue - Parking Regulations	March 29/88	Mr. Main	Report Pending

- | | | | |
|--|-------------|----------------|---|
| 11. Upper Paradise Bus Route
Route Realignment. | March 29/88 | Mr. Main | Report Pending |
| 12. Request for Traffic
light at Burlington
and Mary Streets | June 14/88 | Mr. Main | Report will be
available at July
18, 1988 meeting |
| 13. Local Improvement | April 18/88 | Ald. Valeriano | Tabled until
Ald. Valeriano
approved Province |

Monday, April 18, 1988
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice Chairman
Alderman V. Agro
Alderman P. Valeriano
Alderman D. Agostino
Alderman P. Cowell
Alderman M. Murray

Also Present: Alderman T. Cooke
Alderman B. Hinkley
Mr. J. Pavelka, Director of Public Works
Mr. Lobo,
Mr. M. Main, Director of Traffic
Mr. Hart
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mr. R. Meiers, Engineering Department
Mr. Lake
Mrs. Wilson, Hamilton Board of Education
Inspector T. Sullivan,

Regrets: Mayor R. Morrow (Civic Business)
Alderman M. Kiss (Regional Business)

The Minutes of the March 21, 1988 meeting of the Transport and Environment Committee were approved as circulated.

The Committee approved the following recommendation of the City Solicitor respecting the proposed expropriation to extend Bow Valley Drive and Highridge Avenue:

Bow Valley Drive and
Highridge Avenue

That the City Clerk be authorized and directed to:

- (a) Give Notice of the City's Application for Approval to Expropriate a parcel of land for highway and municipal purposes comprising 1,323.82 square metres (4,343 sq.ft.) shown as Parts 1, 7 and 8 on Reference Plan 62R-8380. This Notice is to be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
- (b) Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,
- (c) Sign and receive the said application for approval of this expropriation.

NOTE: This expropriation is required in order to extend Bow Valley Drive and Highridge Avenue to facilitate new development in the Riverdale East Neighbourhood.

The Committee approved the following recommendation of the Director of Public Works respecting Snow Plowing Operations in Blocked Driveways in Residential Areas:

That the City's existing practice with respect to snow plowing operations be maintained.

Snow Plowing
Operations in Blocked
Driveways in Residen
tial Areas

Blue Box Delivery Date

The Committee was in receipt of an information item from the Director of Public Works respecting the Blue Box Delivery Date. The report indicated that although the delivery was scheduled to commence on Monday, April 11, 1988 that due to start up difficulties the delivery had to be delayed for two weeks and third sector would commence delivery of Blue Boxes to the Citizens of Hamilton on Monday, April 25 and finished by Saturday, May 4, 1988.

Purchase of Aggregates

The Committee approved the following recommendation of the Manager of Purchasing respecting the purchase of Aggregates:

That a purchase order be issued to Lakeview Sand & Gravel Ltd. for the supply and delivery of Granular A and 19 MM Crusher Run Crushed Stone at \$7.07 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Materials Account #0393-3223.

- (b) That a purchase order be issued to Taro Aggregates, Hamilton for the supply and delivery of 19 MM Blend, 19 MM Clear and 53 MM Clear Crushed Stone at \$7.95 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in Stock Materials Account #0393-3223.

- (c) That a purchase order be issued to Steetley Lime & Aggregates, Hamilton for the supply and delivery of 9.5 MM and 6.4 MM Chips Washed Crushed Stone at \$9.74 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Stock Materials Account #0393-3223.

- (d) That a purchase order be issued to National Slag Ltd., Hamilton for the supply and delivery of Granular A Slag at \$9.46 per metric tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Stock Materials Account #0393-3223.

Tenancy Agreement
- 2787 King Street
East

The Committee approved the following recommendation of the Director of Property respecting a Tenancy Agreement for 2787 King Street East:

- (a) That the leasing of 2787 King Street East to Robert Moore and Gail Moore be approved.

NOTE: The tenancy is to commence on April 1, 1988 at a one time rental of \$250. Commencing May 1, 1988 the monthly rental will be \$450 including realty taxes estimated at \$1 800 for 1988.

- (b) That the Mayor and City Clerk be authorized to execute the Tenancy Agreement.

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Land from the Board of Education for the City of Hamilton for the Extension of Templemead Drive:

- (a) That an Option to Purchase a parcel of land for the extension of Templemead Drive executed by the Board of Education for the City of Hamilton officials on March 21, 1988 and scheduled to close on June 14, 1988 be approved and completed.

NOTE: The subject property is an irregular parcel of land located at the rear of 1483 Upper Gage Avenue, containing an area of 3,744.5 square metres (40,307 square feet) and is shown as Parts 4 and 6 on the attached plan prepared by A. J. Clarke & Associates. The purchase price of \$64 769 is to be charged to account 0280-02. Consideration in the amount of \$1 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

- (b) That approval be given for the payment of legal fees to the solicitor who acted on behalf of the Board of Education in this transaction, Mr. Ian Gordon of Evans, Philp, Barristers and Solicitors.

NOTE: The Legal fees are not to exceed \$650 and are to be charged to account 0280-02.

The Committee approved the following recommendation of the Director of Property respecting the Purchase of Land from Maria Roman and Yolanda Senia for the Extension of Templemead Drive:

That an Option to Purchase a parcel of land for the extension of Templemead Drive being part of 1483 Upper Gage Avenue executed by Maria Roman and Yolanda Senia on April 6th, 1988 and scheduled for closing on or before June 13th, 1988 be approved and completed.

NOTE: The subject property which is required by the City for roadway purposes is located at the southerly limit of Arno Street having a total area of 973.681 square metres (approximately 10,481 square feet). The purchase price of \$16 843 is to be charged to account 0280-02.

The Committee approved the following recommendation of the Director of Property respecting the sale of a 1' Reserve on Amelia Street:

That approval be given for the sale of a one foot reserve along the southerly limit of Amelia Street to the abutting owners as follows:

- | | | |
|---|-----------------------------|---------------|
| (a) Ms. Millie Camporese
3 Amelia Street | 61.5' X 1'
(18.75m x .3) | June 20, 1988 |
| (b) Robert & Margaret Goldrick
9 Amelia Street | 50' X 1'
(15.24m x .3m) | June 17, 1988 |
| (c) Ms. Helena Langer
11 Amelia Street | 40' X 1'
(15.24m x .3m) | June 20, 1988 |
| (d) Vera Anne Isaac
Stanley George Eaman
15 Amelia Street | 80' X 1'
(24.38m x .3m) | June 17, 1988 |
| (e) Michael & Jurate Sabatino
33 Amelia Street | 25' X 1'
(7.62m X .3m) | June 17, 1988 |

Purchase of Land from
- Board of Education
for the Extension of
Templemead Drive

Purchase of Land from
- Maria Roman and
Yolanda Senia for
the Extension of
Templemead Drive

Sale of a 1' Reserve
on Amelia Street

NOTE: This parcel of land is a one foot reserve along the frontage of the properties at 3, 9, 11, 15 and 33 Amelia Street. The sale price of \$1 is to be credited to account 0280-02.

Parking Regulations
- West Side of James
Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the West Side of James Street North between Murray Street and Barton Street:

- (a) That the "No Stopping, 4:00 p.m. to 6:00 p.m. Monday to Friday" regulation on the west side of James Street North between Murray Street and Barton Street be rescinded; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- Mulberry Street between
James Street North
and McNab Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Mulberry Street between James Street North and McNab Street North:

- (a) That an "Alternate Side Parking" regulation be implemented on Mulberry Street between MacNab Street North and a point 239 feet easterly on the north side and 189 feet easterly on the south side, such that parking is prohibited;
 - i. on the south side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and
 - ii. on the north side of the street from the 16th to last day of April, May, June, July, August, September, October and November; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- West Side of Park
Street North between
Vine Street and
Cannon Street West

The Committee approved the following recommendation of the Director of Traffic Services respecting the Parking Regulations on the West Side of Park Street North between Vine Street and Cannon Street West:

- (a) That a "Permit Parking" regulation be implemented on the west side of Park Street North commencing at Vine Street and extending to a point 150 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first three eligible applicants residing in residential properties abutting the block; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations
- West Side of Deschene
Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the West Side of Deschene Avenue:

- (a) That parking be prohibited on the west side of Deschene Avenue commencing at Hester Street and extending to a point 112 feet southerly therefrom; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Crerar Drive:

Parking Regulations
- Crerar Drive

- (a) That parking be prohibited on the west side of Crerar Drive between Pescara Avenue and a point 255 feet southerly therefrom; and
- (b) That a "One Hour Parking Time Limit, 7:00 a.m. to 7:00 p.m." regulation be implemented on the east side of Crerar Drive commencing at Pescara Avenue and extending to a point 255 feet southerly therefrom; and
- (c) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Allenby Avenue between McElroy Road East and the northerly end:

Parking Regulations
- Allenby Avenue
between McElroy
Road East

- (a) That an "Alternate Side Parking" regulation be implemented on Allenby Avenue between McElroy Road East and the northerly end, such that parking is prohibited;
 - i. on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - ii. on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Boulevard Parking by Miran's Carpet Services Limited 1146 Barton Street East:

Application for
Boulevard Parking
- Miran's Carpet
Services Limited
1146 Barton Street
East

That the application by Miran's Carpet Service Limited to lease a portion of the boulevard of Fraser Avenue adjacent to No. 1146 Barton Street East be approved, provided that;

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$100 per year) plus taxes, if any, in addition to the \$10 encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) the owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (d) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (e) The owner executes an agreement satisfactory to the City's solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

An item respecting the re-alignment of the Upper Paradise Bus Route was tabled.

With respect to a Loading Zone in front of 76-78 Burton Street, it was moved by Alderman Cowell seconded by Alderman Agro:

- (a) That the existing No Parking 8:00 a.m. to 6:00 p.m., Monday to Friday Regulation in front of 76-78 Burton Street be removed.
- (b) That City Traffic By-law 66-100 be amended accordingly. Carried.

NOTE: Alderman Hinkley advised that he had spoken with the owner and the neighbours and that they indicated that they were in favour removing the restriction.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Main Street East and Walter Avenue:

- (a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police, a School Traffic Officer be assigned to the intersection of Main Street East and Walter Avenue.
- (b) That the Finance Committee be requested to recommend a method of financing \$3 770 to cover the cost of assigning a School Traffic Officer to this intersection for the remainder of 1988.

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for Time Limit Exemption Permit at the Apartment Building at No. 1061 King Street West:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 10 applicants residing in the apartment building at No. 1061 King Street West.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Reconstruction of Limeridge Road East between Upper Wentworth Street and Kingfisher Drive:

- (a) That eastbound motorists in the second lane from the south curb on Limeridge Road East be required to turn left onto Upper Wentworth Street; and
- (b) That the "Through Street" designations of Kingfisher Drive and Limeridge Road East be amended to permit the erection of a stop sign for southbound traffic on Kingfisher Drive at Limeridge Road; and
- (c) That City Traffic By-law 66-100 be amended accordingly.

With respect to an item dealing with the Intersection Control at the Intersection of East 14th Street and Brucedale Avenue East it was moved by Alderman Merling seconded by Alderman Agostino:

- (a) That a four-way stop control be implemented at the intersection of East 14th Street and Brucedale Avenue East.
- (b) That City Traffic By-law 66-100 be amended accordingly.

Carried.

Loading Zone
- 76-78 Burton Street

School Traffic Officer
- Intersection of Main
Street East and
Walter Avenue

Application for Time
Limit Exemption Permit
- Apartment Building
No. 1061 King Street
West

Reconstruction of
Limeridge Road East
between Upper Wentworth
and Kingfisher Drive

Intersection Control
- Intersection of East
14th Street and
Brucedale Avenue
East

It was further moved by Alderman Murray seconded by Alderman Agostino:

- (a) Three-way stop control be implemented at the intersection of Homewood Avenue and Kent Street
- (b) That City Traffic By-law 66-100 be amended accordingly.

With respect to an item dealing with local improvement rates for concrete paving of unassumed alleys, it was moved by Alderman Valeriano seconded by Alderman Agro that this item be tabled for two weeks until such time as Alderman Valeriano has an opportunity to speak with representatives at the Province to see if something could be done to help the City assume the alleyways and get them cleaned up and paved without burdening the abutting homeowners with the cost. Carried.

Local Improvement Rates
for concrete paving of
unassumed alleys
- tabled

The Committee approved the following recommendation of the Commissioner of Engineering respecting an application by Rondar Inc. to the Ministry of the Environment to carry out PCP Decontamination at the Firestone Canada Limited facility located at 1579 Burlington Street East:

Rondar Inc.

- (a) That the local Approvals Branch of the Ontario Ministry of the Environment be informed that the City of Hamilton has no objection to the application of Rondar Inc. for approval to carry out PCB decontamination at the Firestone Canada Ltd. facility located at 1579 Burlington Street East in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (b) That the 30-day waiting period, as recommended by the Ministry of the Environment in their letter of March 18, 1988, be waived.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the funding agreement for the Windermere Rehabilitation Project:

Funding Agreement for
Windermere Rehabilit-
ation Project

- (a) That the Mayor and City Clerk be authorized to execute the Agreement respecting the Windermere Basin Rehabilitation Project Funding Agreement on behalf of the City of Hamilton.
- (b) That the Treasurer be authorized to issue a cheque in the amount of \$500 000 to the Windermere Basin Rehabilitation Project, in Trust from the project account.

NOTE: On October 13, 1987 City Council received a progress report (Item #18 - Robert 14-87) from the Transport and Environment Committee on the Windermere Basin Rehabilitation Project. The Background report referred to a five-party agreement related to this project. The agreement between the Region, the City of Hamilton, the Hamilton Harbour Commissioners, the Province of Ontario and the Government of Canada has now been approved by the lawyers for all of the parties and is now ready for execution.

Banner Display Applications

The Committee approved the following Banner Display Applications:

- (a) Crime Stoppers - April 18, 1988 to April 21, 1988, and January 02, 1989 to January 09, 1989 - Report dated April 8, 1988, File No. T103-37
- (b) Judo Canada Organization - April 22, 1988 to April 25, 1988, date of Report April 8, 1988, File No. T103-37.
- (c) Better Business Bureau - July 4, 1988 to July 11, 1988, date of Report March 28, 1988, File No. T103-37.
- (d) National Gymnastics and Trampoline Championships (Ontario) Inc. from May 16, 1988 to May 23, 1988, date of Report March 28, 1988, File No. T103-37.
- (e) McMaster Alumni Association - October 10, 1988 to October 17, 1988, date of Report March 22, 1988, File No. T103-37.
- (f) Opera Hamilton - April 17, 1989 to April 24, 1989, date of Report March 22, 1988, File No. T103-37.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of these Banner Display Applications.

Inadvertent Encroachment Agreement
- 94 Herkimer Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 94 Herkimer Street:

That the application of Mr. M. Mazza, Solicitor, on behalf of the present owner of 94 Herkimer Street, Leo Rossetto, to retain the inadvertent encroachment upon the adjacent alleyway east of 94 Herkimer Street consisting of a brick chimney (0.07 m x 1.66 m) and fire escape (0.79 m x 4.56 m), be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$151 and subsequent annual fee of \$46 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment Agreement
- 14 George Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 14 George Street:

That the application of Mr. P. Cass, Solicitor, on behalf of the present owner(s) of 14 George Street, Hamilton, Bubco Designs Ltd., or in the event that the sale of the above property is concluded prior to registration of the agreement, Ho Da Chan Enterprises Inc., the purchaser of said property, to retain the inadvertent encroachment, consisting of a 3 1/2 storey brick building encroaching by (15.24m x 0.05m) onto the City road allowance, be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

- (b) That a first year fee of \$125 and a subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 515 Catharine Street North:

That the application of Mr. M. Durward, Solicitor, on behalf of the present owner(s) of 515 Catharine Street North, to retain the inadvertent encroachment consisting of a concrete and brick porch measuring (5.63m x 0.60m), be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expense and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved a Plan of Subdivision for Aquila Place - Phase II, Hamilton as outlined in a report from the Commissioner of Engineering dated April 5, 1988, File No. S701-51.

The Committee approved the following recommendation of the Commissioner of Engineering respecting 1988 Maintenance Costs for Automatic Protection at Level Crossings:

- (a) That the Commissioner of Engineering be authorized to issue purchase orders on behalf of the City of Hamilton as follows:

CN Rail	\$56 400
CP Rail	77 800

for annual maintenance of automatic protection at level crossings on City of Hamilton Streets for 1988.

- (b) That the expenditures be charged to account No. 0352-0361 (Railway Crossing Maintenance).

An item respecting the GO Rail Transit Study was tabled to a Public Meeting to be arranged early in May 1988.

The following Bills were introduced:

- (a) By-law respecting Local Revised Costs to the Corporation of the Installation of Local Improvements.
- (b) By-law to Extend Redmond Drive by Incorporating therein Part 1, Plan 62R-8968.
- (c) By-law respecting the construction of local improvements of an independent concrete sidewalk on west side of Acadia Drive.

Inadvertent Encroachment Agreement
- 515 Catharine Street North

Plan of Subdivision
- Aquila Place - Phase II, Hamilton

1988 Maintenance Costs for Automatic Protection Level Crossings

GO Rail Study - tabled

BILLS

- (d) By-law respecting the construction of local improvements of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.
- (e) By-law respecting the construction of local improvements of a concrete alley in the block bounded by Hughson Street, Murray Street, John Street and Barton Street.
- (f) By-law to Extend Ramsden Drive by Incorporating therein Block 202, Plan 62M-442.
- (g) By-law to Extend Rushdale Drive by Incorporating therein Block 201, Plan 62M-442.
- (h) By-law to Extend Greenshire Drive by Incorporating therein Block 26, Plan 62M-450.
- (i) By-law to Extend Glenhaven Drive by Incorporating therein Block 43, Plan 62M-429.
- (j) By-law to Amend By-law No. 66-100 To Regulate Traffic.
- (k) By-law to Amend By-law No. 66-100 To Regulate Traffic.

Delegations

Four-way Stop Control
- Intersection of
Balmoral Avenue North
and Dunsmure Road

There being no further business the meeting adjourned to the 3:00 o'clock meeting of the Transport and Environment Committee Delegations.

Mrs. L. Lucor of 48 Kensington Avenue North and Mr. Alan Scott Principal of Memorial School and Alderman Hinkley appeared before the Committee requesting a four-way stop control at the intersection of Balmoral Avenue North and Dunsmure Road.

After considerable discussion it was moved by Alderman Valeriano seconded by Alderman Agro:

- (a) That a four-way stop control at the intersection of Balmoral Avenue North and Dunsmure Road.
- (b) That City Traffic By-law 66-100 be amended accordingly. Carried.

School Traffic Officer
- Intersection of Main
Street West and Pearl
Street be reinstated

Mrs. Catharine Andrus of 43 Ray Street appeared before the Committee requesting that the School Traffic Officer at the Intersection of Main Street West and Pearl Street be reinstated.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Copps that City Council be requested to reconsider its decision to remove the School Traffic Officer at the intersection of Main and Pearl Street. This item was lost.

Traffic Control
- In the Vicinity of
Main and Victoria

The following people appeared before the Committee respecting an item dealing with traffic control in the vicinity of Main and Victoria:

Mr. Perri - Trustee for the Hamilton Wentworth Separate School Board
Mrs. Bell - Trustee for the Hamilton Board of Education
Mr. Hal Kosti - 36 Liberty Street
Ms. Peggy Hunter - Principal of St. Patrick's School
Mr. John McPhee - Principal of Cathedral Boys School
Ms. Wilma Scherlosky - Principal of Cathedral Girls School
Mr. David Cohen - Stinson Street

Stop light to be
installed at the
intersection of Main
and East Avenue

After considerable discussion it was moved by Alderman Valeriano seconded by Alderman Agro that a stop light be installed at the intersection of Main and East Avenue. Carried.

It was further moved by Alderman Valeriano seconded by Alderman Agro that the City of Hamilton seek Provincial Legislation to enable the City to install speed bumps in alleyways. Carried.

It was moved by Alderman Valeriano seconded by Alderman Agro that the request for flashing warning signs for downbound Claremont access traffic, be referred to the Truck Sub-Committee. Carried.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Provincial Legislation
- Enable th City to
install Speed Bumps
in Alleyways

Downbound Claremont
Access - request for
flashing warning signs

Monday, 1988 May 2
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Coppe, Vice Chairman
Alderman P. Valeriano
Alderman M. Kiss
Alderman T. Murray
Alderman V. Agro
Alderman P. Cowell

Regrets: Mayor R.M. Morrow
Alderman D. Agostino (Civic Business)

Also present: Ms. Bernice Price, Safety Council
Mr. R. Rozell, City Solicitor's Office
Mr. J. Pavelka, Director of Public Works
Mr. M. Watson, Real Estate
Mr. G. Aston, Regional Engineering
Mr. G. Lake, Regional Laboratories
Mr. M. Main, Director of Traffic
Mr. D. Onishi, Regional Engineering
Mr. D. Lobo, Public Works
Mrs. S. K. Reeder, Acting Secretary
Mrs. S. Glover, City Clerks

The Committee was in receipt from the Director of Property dated 1988 April 27 with regard to the Purchase of Land for the extension of Bow Valley Drive, being part of 977 Queenston Road.

Moved by Alderman Agro, seconded by Alderman Murray and carried to APPROVE the following:

That an Option to Purchase a parcel of land for the extension of Bow Valley Drive being part of 977 Queenston Road executed by Walter Kohlberger on 1988 April 28th and scheduled for closing on or before 1988 June 28th be APPROVED AND COMPLETED.

It is understood and agreed that the sale of this land is subject to the following terms and conditions which shall not merge on the closing of this transaction but shall survive the registration of the deed on title:

- (a) The subject land is being purchased by the City for roadway and municipal purposes.
- (b) The compensation herein in the amount of \$39,127.00 represent 50% of the value of the subject land Part 4. In this instance, the City is responsible for the value of the land in the portion of the half street which does not abut the Vendor's land. No compensation is being paid to the Vendor for the remaining land in Part 4, as the Vendor is dedicating this portion of Part 4 to the City in accordance with normal development practice whereby an abutting owner is responsible for one-half the cost of land and services in streets adjoining his land.

Purchase - Extension
of Bow Valley Drive,
being part of 977 Queen-
ston Road

- (c) The City will establish a one foot reserve along the westerly boundary of the subject land to recover the cost of services only from the owner of the abutting land.
- (d) The closing of this transaction is conditional upon the Hamilton Street Railway Company and the Regional Municipality of Hamilton-Wentworth having accepted an Offer to Purchase from the Vendor for the parcel of Regional owned land approximately 14.6 metres by 130.6 metres.

NOTE: The subject property which is required by the City for roadway purposes is located at the rear of 977 Queenston Road being Part 4, 14 and 15, 62R-8380 having a total area of 1,433.58 square metres (approximately 15,430 square feet). The purchase price of \$39,127.00 is to be charged to account 0408-361926.

Sale of Public Walkway
- between Garrow Drive
and Glenvale Drive from
Glanbrook Drive to
Greyfriar Drive

The Committee was in receipt of a report from the Director of Property dated 1988 April 18 with regard to the Sale of Public Walkway Between Garrow Drive and Glenvale Drive from Cranbrook Drive to Greyfriar Drive.

Moved by Alderman Murray, seconded by Alderman Agro and carried to APPROVE the following:

- (a) That APPROVAL be given for the sale of the public walkway between Garrow Drive and Glenvale Drive from Cranbrook Drive to Greyfriar Drive to the abutting owners as follows:

	<u>Purchaser</u>	<u>Lot Size</u>
(i)	Rolf & Miriam Ruppenthal 265 Cranbrook Drive	5' x 100'
(ii)	Naseem & Saied Mohammed 261 Cranbrook Drive	5' x 100'
(iii)	Sergio & Barbara Zavarise 42 Greyfriar Drive	5' x 100'
(iv)	Paul & Lora Repta 46 Greyfriar Drive	5' x 100'

- (b) That the City Solicitor be directed to prepare a By-law to sell the public walkway in the Gilkson Neighbourhood between Garrow Drive and Glenvale Drive.

NOTE: This parcel of land is a public walkway between Garrow Drive and Glenvale Drive, from Cranbrook Drive to Greyfriar Drive. The sale price of \$1.00 for each parcel is to be credited to account 0280-02 and is being held by the City Treasurer pending the approval and closing of these transactions. The transactions are scheduled to close 60 days after the enactment of a by-law to stop up, close up and sell the subject walkway.

The Committee was in receipt of a report from the Manager of the Purchasing dated 1988 April 21 respecting Concrete Cutting and Asphalt Planing, Public Works Department.

Concrete Cutting and
Asphalt Planing, Public
Works

The Committee APPROVED the following:

That purchase orders be issued for the supply of labour and equipment for Concrete Cutting and Asphalt Planing, Public Works Department as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tenders, as follows:

- (a) Hardrock Paving Company, Port Colborne
Asphalt Planer & Operator - \$105/hour \$25 Travel
- (b) Graff Diamond Products, Brampton
Concrete Saw & Operator - \$70/hour \$140 Travel

NOTE: Lowest of two (2) tenders received. Funds provided in Pavement Sawing Account #0350-1388.

The Committee was in receipt of two reports from the Director of Public Works dated 1988 April 13 respecting 1988-1992 Capital Budget Projects.

1988-1992 Capital
Budget Projects

The Committee APPROVED the following:

- (a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of new mountain Public Works Yard be proceeded with at an estimated gross cost of \$393,000.00 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 37278-A.
- (b) That the Transport and Environment Committee recommend to the Executive Committee that the New Equipment - Street Flushers - be proceeded with at an estimated gross cost of \$180,000.00 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000.
- (c) That the Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project.

- Construction of New
Mountain Public Works
Yard

- New Equipment Street
Flushers

The Committee was in receipt of a report from the Director of Public Works dated 1988 April 20 respecting Policy Respecting Visibility Obstructions on Boulevards Caused by Hedges.

Policy respecting
Visibility Obstructions
on Boulevards caused
by Hedges

Moved by Alderman Valeriano, seconded by Alderman Murray and Carried to APPROVE the following:

- (a) That, the City Streets By-law 9329 be amended to provide that:
 - (i) hedges and shrubs and other plant material may be permitted on road allowances provided that any such hedge or shrub or other plant material situated within ten feet of a public sidewalk or curb or edge of a roadway shall not exceed 30 inches in height and shall not overhang the sidewalk, shoulder or roadway; and
 - (ii) trees on the road allowance within ten feet of a public sidewalk curb or edge of a roadway shall be pruned to the trunk for the first eight feet above the ground; and

(b) That, the following policy be adopted for enforcement of violations of the Streets By-law respecting visibility obstructions caused by hedges:

- (i) Enforcement of the regulation by the Director of Public Works will generally be exercised;
 - 1. at the intersection of two public highways where in the opinion of the Director of Traffic Services, a visibility obstruction affects the safety of the general public; and
 - 2. at non-intersection locations, upon complaint of the abutting owner who is immediately affected by the encumbrance.
- (ii) Notice of violation shall consist of a field violation notice placed in the mailbox and a follow-up registered letter from the Director of Public Works.
- (iii) A two week period shall be allowed for the trimming of a hedge or shrub.
- (iv) At the end of the two week period, the Department of Public Works will visit the site and take whatever corrective action is necessary to comply with the policy, and charge any cost to the owners of the property.

Parking Regulations
- Cathcart Street
between Wilson Street
and Rebecca Street

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 18 respecting Cathcart Street Between Wilson Street and Rebecca Street - Parking Regulations.

The Committee APPROVED the following:

- (a) That a "One Hour Parking Time Limit" regulation be implemented on the east side of Cathcart Street commencing at Wilson Street and extending to a point 91 feet southerly therefrom; and,
- (b) That the City Traffic By-law 66-100 be amended accordingly.

- East side of West
Avenue South between
Young Street and
Stinson Street

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 18 respecting East Side of West Avenue South Between Young Street and Stinson Street - Parking Regulations.

Moved by Alderman Agro, seconded by Alderman Valeriano and Carried to APPROVE the following:

- (a) That the existing "Permit Parking" regulation on the east side of West Avenue South, commencing at a point 64 feet north of Young Street and extending to Stinson Street be shortened, such that it commences at a point 64 feet north of Young Street and extends to a point 90 feet south of Stinson Street; and,
- (b) That the maximum number of parking permits for residents abutting West Avenue between Stinson and Young Streets be limited to 7; and,
- (c) That a "One Hour Parking Time Limit" regulation be implemented on the east side of West Avenue South commencing at Stinson Street and extending to a point 90 feet southerly therefrom; and,
- (d) That the City Traffic By-law 66-100 be amended accordingly.

The Committee was in receipt of report from the Director of Traffic Services dated 1988 April 22 respecting Caroline Street North Between York Boulevard and Napier Street - Parking Regulations.

- Caroline Street North
between York Boulevard
and Napier Street

Moved by Alderman Agro, seconded by Alderman Valeriano and Carried to APPROVE the following:

- (a) That a "No Stopping Anytime" regulation be implemented on the west side of Caroline Street North commencing at York Boulevard and extending to a point 116 feet southerly therefrom; and,
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 21 respecting Parking Regulations on Tanager Court.

- Tanager Court

Moved by Alderman Murray, seconded by Alderman Kiss and Carried to APPROVE the following:

- (a) That parking be prohibited on both sides of Tanager Court between Meadowlark Drive and the westerly end; and,
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 March 28 respecting Initiation of Changes to Parking Regulations on Local Residential Streets.

The Committee APPROVED the following:

That the past practise of initiating personal interest regulations by petition and safety regulations by the Traffic Department as appropriate be continued.

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 March 29 respecting West Side of Elgar Avenue Between Limeridge Road West and Fassett Avenue - Parking Regulations.

Parking Regulations
- West side of Elgar
Avenue between Lime-
ridge West and Fassett

The Committee TABLED this item.

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 21 respecting Intersection of Whitney Avenue and Emerson Street - Intersection Control.

Intersection Control
- Whitney and Emerson

Moved by Alderman Kiss, seconded by Alderman Murray and Carried to APPROVE the following:

- (a) That three-way stop control be implemented at the intersection of Whitney Avenue and Emerson Street; and,
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 21 respecting Intersection of Weir Street North and Dunsmure Road - Intersection Control.

- Weir North and
Dunsmure Road

Moved by Alderman Copps, seconded by Alderman Murray and Carried to APPROVE the following:

- (a) That four-way stop control be implemented at the intersection of Weir Street North and Dunsmure Road; and,

(b) That the City Traffic By-law 66-100 be amended accordingly.

- Clifton Downs Road
and Bonaventure Drive

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 22 respecting Intersection of Clifton Downs Road and Bonaventure Drive - Intersection Control and recommending that No Action be taken.

The Committee APPROVED the following:

That three-way stop control be implemented at the intersection of Clifton Downs and Bonaventure Drive (between Hadeland Avenue and Colgate Court).

- Sterling Street
and Forsyth Avenue

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 26 respecting Intersection of Sterling Street and Forsyth Avenue - Intersection Control.

The Committee APPROVED the following:

That four-way stop control be initiated at the intersection of Sterling Street and Forsyth Avenue.

Corner Clearance -
Chedoke Avenue, South of
Aberdeen

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 20 respecting Chedoke Avenue South of Aberdeen Avenue - Corner Clearance.

Moved by Alderman Kiss, seconded by Alderman Agro and Carried to APPROVE the following:

- (a) That stopping be prohibited on the west side of Chedoke Avenue between Aberdeen Avenue and a point 36 feet southerly therefrom; and,
- (b) That the City Traffic By-law 66-100 be amended accordingly.

Discharge of Residential
Boulevard Parking
Agreement - 117 Inchbury
Street

The Committee was in receipt of a report from the Director of Traffic Services dated 1988 April 22 respecting 117 Inchbury Street - Discharge of Residential Boulevard Parking Agreement.

The Committee APPROVED the following:

- (a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 380903 A.B. to the property owner at No. 117 Inchbury Street be discharged, at the property owner's expense; and,
- (b) That the City Solicitor be directed to process the documents in relation to the discharge to this agreement; and,
- (c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking Agreement.

Introduction -
Jack Gibb, Mohawk
College

The Director of Traffic introduced Mr. Jack Gibb, a Teaching Master with the Transportation Department of Mohawk College, who will be working with the Traffic Department for a short time.

One-way access during
Construction -
Stinson Street from
Wentworth to Emerald

The Director of Traffic advised the Committee that it had become necessary to introduce a one-way only system on Stinson Street from Wentworth to Emerald Street for a six-week period due to construction work in the area.

Concern was expressed at the lack of notice to the residents and Ward Aldermen. The question was raised as to the validity of tickets issued by the Police and the possible ramifications if an accident occurred as a result of the one-way system if a By-law was not passed.

Mr. Onishi of the Regional Engineering Department said that the one-way system was the best alternative to closing the road and advised the Committee that similar one-way situations had been implemented in the past without the passing of a By-law.

The Committee gave APPROVAL that the Traffic Department proceed with the introduction of a one-way only system on Stinson Street from Wentworth to Emerald for a six week period to facilitate construction work in the area, and that Mr. Onishi prepare a letter advising residents of the proposed construction work for prior approval by Alderman Agro.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 25 respecting Termination of Lease of Road Allowance of Robert Street Adjacent to 224 James Street North.

Moved by Alderman Agro, seconded by Alderman Murray and Carried to APPROVE the following:

- (a) That the agreement being Instrument No. 15816 C.D. registered on June 25, 1976 between the City and Mattina Bros. Hardware and Plumbing Supplies covering a portion of the Robert Street road allowance adjoining 224 James Street North be terminated.
- (b) That Mattina Bros. Hardware and Plumbing Supplies remove all encroachments covered under the Agreement from the Robert Street road allowance within thirty (30) days after written notice is given.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 22 respecting Incorporating Certain Lands Into Carriage Drive.

Moved by Alderman Murray, seconded by Alderman Valeriano:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 36, Plan 62M-434 and Block 17, Plan 62M-479 (being 0.30m reserves) into Carriage Drive.

NOTE: The City of Hamilton is the owner of both blocks mentioned above and it is necessary that these blocks be incorporated into Carriage Drive to provide access to the subdivision in the centre (commonly known as Park Plaza Estates Addition) registered as Plan 62M-529.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 21 respecting Temporary Road Closure - Curb Lanes of James Street North from Murray Street to Barton Street; Sidewalk Sale, May 28, 1988 from 7:00 a.m. to 6:00 p.m. - Jamesville B.I.A.

Termination of Lease
of Road Allowance of
Robert Street adjacent
to 224 James Street
North

Incorporating Certain
Lands into Carriage
Drive

Temporary Road Closure
- Curb Lanes of James
Street North from
Murray to Barton Street

The Committee APPROVED the following:

Tempoary Road Closure
- James Street North
from Murray Street to
Barton Streets

That the application of Meri Oliver, on behalf of the Jamesville B.I.A., requesting permission to temporarily close the east and west curb lanes of James Street, from Murray Street to Barton Street, on Saturday, May 28, 1988, from 7:00 a.m. to 6:00 p.m. be approved subject to the following:

- (a) That the applicant provide proof of \$1,000,000.00 public liability insurance, naming the City and Region as added insured parties with a provision for cross liability, and holds the City harmless from all actions, interest, claims, demands, costs, damages, expenses and loss;
- (b) That the applicant reimburse the Regional Police, and the Hamilton Street Railway for any extra costs incurred by these agencies;
- (c) That no property owner or resident within the barricaded area will be denied access to their property upon request;
- (d) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department and at the expense of the organizing group;
- (e) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City of Hamilton or the Region;
- (f) That the applicant meet with the Commissioner of Engineering immediately prior to the event to determine the exact location of the sidewalk sale areas, upon consideration of actual construction zones.
- (g) That only that portion of the curb lanes where metered parking is allowed will be closed off. All no parking, no stopping, loading zones and bus stop areas shall remain open. South of each intersection, appropriate construction lane closure signing should be erected in accordance with the M.T.C. "Traffic Control Manual For Roadway Work Operations".
- (h) that the applicant be responsible for bagging the meters and erecting the recommended signing.

Subdivision Agreements
- Almas Gardens, Phase
5

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 25 respecting Plan of Subdivision for "Almas Gardens - Phase 5", Hamilton.

The Committee APPROVED the following:

- (a) That the Schedules for the estimated cost of services in "Almas Gardens - Phase 5", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

- (c) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (d) That the City's share of the cost of services internal to the subdivision (\$75,722.00) be approved and that the Executive Committee recommend the source of funding for this project.
- (e) That the City's share of the cost of services outside the limits of subdivision (\$139,930.00) be provided from account number 0408-37340.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 25 respecting Additional Cost Sharing - "Wellington Chase - Phase 1, Stage 2", Subdivision Agreement, Hamilton.

Additional Cost Sharing
- Wellington Chase -
Phase 1, Stage 2

The Committee approved the following recommendation:

That the City's share of the cost of sewer water services, curbs, sidewalks and final roads for "Wellington Chase - Phase 1, Stage 2" be increased by \$6,771.00 to \$87,489.11 and that the Executive Committee recommend the source of funding for these additional costs.

NOTE: The additional funds are required due to unforeseen rock and soil conditions.

Alderman Merling requested to be noted in opposition to this resolution.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 25 respecting Temporary Street Closure - Forestgate Drive - Street Picnic, Monday, May 23, 1988 (5:00 p.m. - 9:00 p.m.)

Temporary Street Closure
- Forestgate Drive

Moved by Alderman Murray, seconded by Alderman Agro and Carried to APPROVE the following:

That the application of John Locke to close a portion of Forestgate Drive from Appleford Road to #107 Forestgate Drive on Monday, 1988 May 23, from 5:00 p.m. to 9:00 p.m., to hold a neighbourhood picnic, be APPROVED during the pleasure of Council provided:

- (a) That all barricading, signing and traffic control are subject to the supervision and direction of the Regional Police Department and at the expense of the organizing group.
- (b) That clean-up of the street will be carried out immediately following the event and at the expense of the organizing group.
- (c) That no resident within the barricaded area will be denied access to his property upon request.
- (d) That alcoholic beverages are not to be served or consumed on the road allowance.
- (e) That the organizing group shall provide proof of public liability insurance in the amount of \$1,000,000.00 naming the City of Hamilton as an added insured party with a provision for cross liability and shall hold the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses, and loss.

Moved by Alderman Agro, seconded by Alderman Murray and Carried to APPROVE the following:

That the application of Mr. P. Cass, Solicitor, on behalf of the present owner of 14 George Street, Ho Da Chan Enterprises Inc., to retain the following inadvertent encroachment consisting of:

- (a) 3 1/2 Storey Brick Building (0.05m x 15.24m), be approved during the pleasure of City Council provided:
 - i. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
 - ii. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
 - iii. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment
Agreement - 14 Oak
Avenue

The Committee was in a receipt of a report from the Commissioner of Engineering dated 1988 April 14 respecting Inadvertent Encroachment Agreement - 14 Oak Avenue, Hamilton.

Moved by Alderman Valeriano, seconded by Alderman Murray and Carried to APPROVE the following:

That the application of Mr. P. Kennedy, Solicitor, on behalf of the present owner(s) of 14 Oak Avenue, Mr. & Mrs. Neil Kendall, to retain the following inadvertent encroachment consisting of:

- (a) wooden steps (1.22m x 1.52m), be APPROVED during the pleasure of City Council provided:
 - i. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
 - ii. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
 - iii. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Banner Display Applica-
tions

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 14 respecting Banner Display Application - April 24, 1989 - May 1, 1989.

The Committee APPROVED the following:

That the "Hamilton Theatre Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 24, 1989 to May 1, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1987, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON THEATRE INC. PROUDLY PRESENTS
LITTLE SHOP OF HORRORS"
April 21, 22, 28, 29, & 30
May 5 & 6

Alderman Copps was recorded as OPPOSED to this motion.

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 14 respecting Banner Display Application - October 16, 1989 to October 30, 1989.

The Committee APPROVED the following:

That the "Woman's World Organization" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 16, 1989 to October 30, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Woman's World '89 - October 27, 28 & 29"

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 25 respecting Accepting Title to Reserves "A" and "B" on Registered Plan No. 943 and to Incorporate Reserve "B" into Forbes Street (formerly Franklin Street).

Moved by Alderman Murray seconded by Alderman Valeriano and Carried to APPROVE the following:

That the City of Hamilton accept title to Reserves "A" and "B" on Registered Plan No. 943 and that the City Solicitor be authorized and directed to prepare a By-law to incorporate Reserve "B" into Forbes Street (formerly Franklin Street).

NOTE: When this land was subdivided it was the intention of the Subdivider to deed Reserves "A" and "B" to the City but this did not happen.

The present owner of Reserve "A" is the subdivider of Registered Plan No. 943 and he is prepared to provide the City with a deed to same.

The present owner of Reserve "B" also owns land to the south thereof known as #11 Forbes Street and he is also prepared to supply the City with a deed to Reserve "B" providing the City incorporates it into Forbes Street.

Alderman Copps expressed concern about a mobile sign located on the sidewalk at Summer's Lane. The Director of Public Works was directed to look into this matter.

- Hamilton Theatre Inc.
1989 April 24 - 1989
May 01

- Woman's World
1989 October 16 - 1989
October 30

Accepting Title to
Reserves "A" and "B"
on Registered Plan No.
943, and to Incorporate
Reserve "B" into Forbes
Street (formerly
Franklin Street)

Mobile Sign - Summers
Lane

Proposed Policy regarding
the Installation of
Pedestals in Established
Areas for Bell Canada
and Cable TV Companies
on the Road Allowance

The Committee was in receipt of a report from the Commissioner of Engineering dated 1988 April 21 respecting Proposed Policy Regarding the Installation of Pedestals in Established Areas for Bell Canada and Cable TV Companies on the Road Allowance.

A representative of Bell Canada, and a representative from the Cable TV Companies were in attendance to speak to this matter. Mr. Rand Rozell of the City Solicitor's office was also in attendance, and a report from Ms. L. Lawrence of the Solicitor's Department dated 1988 April 29 was distributed.

Considerable discussion ensued on this matter, and a motion to give APPROVAL lost on a tie vote. In accordance with City Policy, the following negative recommendation was forwarded to City Council:

That the following policy respecting installation of pedestals in established areas for Bell Canada and Cable TV Companies NOT BE APPROVED

- (a) That Bell Canada and Cable TV Companies (utility companies) be permitted to install pedestals on the road allowance upon written permission being obtained from the Commissioner of Engineering for each location and subject to the following conditions:
 - i. That after permission has been granted by the Commissioner of Engineering, and prior to the installation, the utility company notify the abutting owner in writing where pedestals are proposed. In the event the abutting owner has concerns which cannot be addressed by the utility company, then the Commissioner of Engineering shall assist in the discussions to alleviate the concerns.
 - ii. That the utility companies be required to install, at their cost, suitable landscaping features (bush, shrub) if requested by the abutting owner, to camouflage the pedestal.
- (b) That in all cases, proposed pedestal locations shall be chosen upon consideration of the least visual impact on the abutting property.
- (c) That the Cable TV Companies be required to indemnify the City of Hamilton for installations on the road allowance satisfactory to the City Solicitor.

Mr. Ron Meyer made a presentation to the Committee regarding the green area at Stroud Road, and Surface Drainage in the Ainslee Wood East Neighbourhood. Considerable documentation on this matter was presented to the Committee. General discussion ensued on this matter and the Director of Public Works was directed to review this submission. The Committee then agreed to receive this matterial.

Stroud Road/Ainslee
Wood East Neighbourhood
Green Area & Surface
Drainage

The Chairman directed the Director of Public Works to review the submission.

There being no further business, the meeting then adjourned.

Adjournment

TAKEN AS READ AND APPROVED,

Susan K. Reeder
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/jc

FOR ACTION

2

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

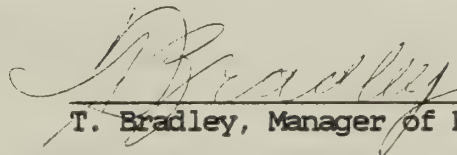
DATE: 1988 May 19
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF ONE (1) 34,000 LBS. GVW DIESEL TRUCK CHASSIS
COMPLETE WITH STREET FLUSHER AND HYDROSTATIC DRIVE PUMP MOUNTED

RECOMMENDATION

That a purchase order be issued to Altruck Transportation Services, Hamilton in the amount of \$78,132,60 for the supply and delivery of One (1) 34,000 lbs. GVW Diesel Truck Chassis complete with Street Flusher and Hydrostatic Drive Pump Mounted for the Central Division of the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Tender Analysis

Altruck Transportation Services, Hamilton	\$78,132.60
Altruck Transportation Services	84,553.20

Seven suppliers were requested to bid. One declined and five did not respond.

FOR ACTION

3(a)

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

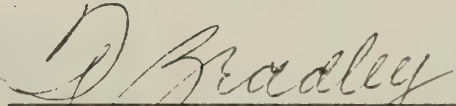
FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 June 9
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: RENTAL OF MOTOR GRADERS AND LABOUR FOR SNOW REMOVAL, PUBLIC WORKS
DEPARTMENT

RECOMMENDATION

- (a) That purchase orders be issued for the Rental of Motor Graders and Labour for Snow Removal in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as attached.
- (b) The term of the agreement shall be from November 10, 1988 to December 31, 1988, with an option in favour of the City to extend for an additional two one (1) year terms.
- (c) All tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders are contacted as required.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

See analysis attached. Motor Graders were retendered as there was no response to the first call.

THE CORPORATION OF THE CITY OF HAMILTON

TENDER ANALYSIS

A. MOTOR GRADER MOUNTED SNOW PLOW & WING

HOURLY RATE PER TERM
BASED ON START UP COST
OF \$2,000 PAID \$ 500
& \$1,500
'88-'89 '89-'90 '90-'91

HOURLY RATE PER TERM
NO START UP COST
'88-'89 '89-'90 '90-'91

HOURLY RATE PER TERM
BASED ON START UP COST
OF \$2,000 PAID \$1,000
& \$1,000
'88-'89 '89-'90 '90-'91

Stuart Fletcher Excavating
Hamilton

\$ 95.00 \$ 99.75 \$104.75

King Paving Materials
Hamilton

\$ 93.00 \$ 97.00 \$102.00

B. MOTOR GRADERS ONLY

Wm. Groves Limited
Hamilton

\$ 87.55 \$92.80 \$ 98.50

Bono General Construction Ltd.
Fruitland

\$ 76.00 \$ 82.00 \$88.00

G.F. Mason Excavating Ltd.
Stoney Creek

\$ 90.00 \$ 97.00 \$105.00

Quigley Contracting
Hannon

\$ 98.00 \$103.00 \$108.00

Advance Excavating
Hamilton

\$110.00 \$116.00 \$123.00

King Paving Materials
Burlington

\$ 93.00 \$ 97.00 \$102.00

Dig It Contractors Ltd.
Binbrook

\$110.00 \$115.00 \$118.00

FOR ACTION

3(b)

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

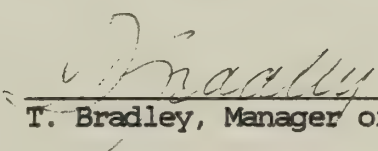
FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1988 May 30
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: RENTAL OF SNOW REMOVAL EQUIPMENT AND LABOUR, PUBLIC WORKS DEPARTMENT

RECOMMENDATION

- (a) That purchase orders be issued for the Rental of Snow Removal Equipment and Labour in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as attached.
- (b) The term of the agreement shall be from November 10, 1988 to April 7, 1989 with an option in favour of the City to extend for an additional two one (1) year terms.



T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders are contacted as required.

TENDER ANALYSIS

PROVISION OF LABOUR & EQUIPMENT FOR SNOW REMOVAL - PUBLIC WORKS DEPARTMENT

Truck Mounted Snow Plow & Wing:

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Size of Blade</u>
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon LOR 1P0	41.00	43.00	46.00	15	8'
Stuart Fletcher Excavating Ltd., 11 East 32nd Street Hamilton L8V 3R7	40.00	42.00	44.10	3	10'

Vince Martino Haulage Ltd.
151 Kenora Avenue
Hamilton L8E 1C4

35.00 36.00 38.00 1

Tandem Dump Trucks

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Yardage of Box</u>
Tony & Paul Concrete 6 Hewitson Stoney Creek L8E 2T4	40.00	43.00	46.00	1	16 yds.

Richard G. Brown
J & R Trucking
P.O. Box 52
Binbrook LOR 1C0

40.00 42.00 44.00 2 18

D. Isabella Haulage &
Snow Removal
101 Kentley Drive
Hamilton L8E 1A5

35.00 36.00 38.00 1 30 yds.

Vince Martino Haulage Ltd.
151 Kenora Avenue
Hamilton L8E 1C4

35.00 36.00 38.00 1 30 yds.

Roma Concrete & Paving
2 Hewitson Road
Stoney Creek L8E 2T4

43.00 47.00 51.00 2 16 yds.

Cardi Construction Limited
24 Garden Avenue
Stoney Creek L8E 2Y9

41.00 43.00 45.00 7 * 1-16 cu.yds
* 2 new units arriving in summer 6-17 cu.yds

Five Star Trucking &
Excavating Inc.
524 Upper Kenilworth
Hamilton L8T 4H1

42.00 44.00 46.00 29 * 1-14
* See tender page 3 Balance-16

Molisan Construction Co.Ltd.
40 Hildegard Drive
Hamilton L8K 5R9

42.00 45.00 47.00 1 14 yds.

McLeod Engineering Inc.
120 King Street West
Stoney Creek L8G 1J2

38.00 40.00 42.00 1 16 yds.

Beattie Equipment Rentals Inc.
832 8th Concession W.F.
R. R. #3

Puslinch NOB 2J0 44.00 47.00 50.00 1 11 yds

Tandem Dump Trucks Continued

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Yardage of Box</u>
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon LOR 1P0	42.00	44.00	46.00	30	18 yds.

Stuart Fletcher Excavating Ltd.

11 East 32nd Street Hamilton L8V 3R7	50.00	52.50	55.13	1	16
	45.00	47.25	49.61	1	14

Rubber Tired Loaders

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Size of Bucket</u>
Beattie Equipment Rentals Inc. 832 8th Concession W.F. R. R. #3 Puslinch NOB 2J0	54.00	58.00	60.00	1	SAE 1.5 cu.yds.

McLeod Engineering Inc.

120 King Street West Stoney Creek L8G 1J2	50.00	52.00	54.00	3	1-1/2 cu.yds.
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Molisan Construction Co.Ltd.

40 Hildegard Drive Hamilton L8K 5R9	50.00	52.00	54.00	1	1-1/4 yds.
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Five Star Trucking &
Excavating Inc.

524 Upper Kenilworth Hamilton L8T 4H1	(No prices shown)				1 yard
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Cardi Construction Limited

24 Garden Avenue Stoney Creek L8E 2Y9	48.00	50.00	52.00	2	1-1/2 cu.yds
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Roma Concrete & Paving

2 Hewitson Road Stoney Creek L8E 2T4	49.00	54.00	57.00	1	3/4 yds.
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Tony & Paul Concrete

6 Hewitson Stoney Creek L8E 2T4	46.00	48.00	50.00	2	1 yd.
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Pritchard Equipment

124 Brian Blvd. Waterdown LOR 2H0	50.00	53.00	56.00	1	1.5 yds.
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Workman Excavating

849 Butter Road West Ancaster L9G 3L1	54.00	56.00	58.00	2	1.5 yd ³
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E. Woytkiw Haulage Ltd.

P.O. Box 235 Hannon LOR 1P0	51.00	53.00	55.00	12	1-1/2 yds.
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Mountsberg Excavating Inc.

1554 Old Hwy. 99 R. R. #3 Dundas L9H 5E3	55.00	60.00	65.00	2	1-1/2 yd. 4wd
	50.00	55.00	60.00	1	1-1/2 yd. 2wd

Rubber Tired Loaders Continued

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Size of Bucket</u>
Bill Wilcockson Trenching 182 East 19th Street Hamilton L9A 4S5	43.00	44.00	45.00	1	1-1/2 yd.
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7	63.00	66.15	69.46	4	1-1/2 yds.
Benny Haulage Limited 66 Hillyard Street Hamilton L8L 6B4	76.00	79.00	82.00	1	3 cu.yds.

Wheeled Sidewalk Cleaner with Blade less than 5'

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Size of Blade</u>
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon LOR 1P0	50.00	53.00	55.00	6	With buckets or Blade
Gordon Mackinley 246-E 43rd Street Hamilton L8T 3C5	37.00	39.00	40.00	1	Bucket 60 & 54
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7	63.00 45.00	66.15 47.25	69.46 49.61	1 1	32" 5'
Crescan Resources Ltd. P.o. Box 32, Stn. A Hamilton L8N 3A2	50.00	52.00	54.00	1	34"

Wheeled Sidewalk Cleaner with Blower

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Width of Blower</u>
Gordon Mackinley 246-E 43rd Street Hamilton L8T 3C5	No prices indicated				54

Track Sidewalk Cleaner with Blade less than 5'

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>No. of Units</u>	<u>Size of Blade</u>
Benny Haulage Limited 66 Hillyard Street Hamilton L8L 6B4	54.00	57.00	60.00	1	5' angle blade
E. Woytkiw Haulage Ltd. P. O. Box 235 Hannon LOR 1P0	50.00	53.00	55.00		5'

Miscellaneous Equipment Owned

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>Type of Equipment</u>
Mike's Haulage 156 Columbia Drive Hamilton L9C 3Y6	42.00	43.00	44.00	1-1979 4 x 4 Pickup truck with 8' Snow Blade
Crescan Resources Ltd. P.O. Box 32, Stn. A Hamilton L8N 3A2	48.00 48.00	50.00 50.00	52.00 52.00	1-1986 4 x 4 7-1/2' blade 1-1984 4 x 4 7-1/2' blade
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7	84.00 65.00 65.00	88.20 68.25 68.25	92.61 71.66 71.66	1-Cat D6 74 Dozer Blade 1-Case 855 86 Dozer Loader 1-Case 450 86 Dozer Blade
E. Woytkiw Haulage Ltd. P. O. Box 235 Hannon LOR 1P0	65.00	68.00	71.00	1-1986 Cat loader 3-1/2 yd. bucket
Workman Excavating 849 Butter Road West Ancaster L9G 3L1	80.00 80.00	84.00 84.00	88.00 88.00	1-'78 L.H.1066 8' blower 140 hp 1-'79 M.F.1105 8' blower 140 hp
Five Star Trucking & Excavating Inc. 524 Upper Kenilworth Hamilton L8T 4H1	45.00 45.00 45.00 50.00	47.00 47.00 47.00 52.00	49.00 49.00 49.00 54.00	1-'87 GMC 3/4 ton 4 x 4 diesel 7-1/2 blade 1-'87 GMC 3/4 ton 4 x 4 diesel 7-1/2 blade 1-'85 GMC 3/4 tone 4 x 4 diesel 7-1/2 blade 1-'76 Ford F500 9' blade

Miscellaneous Equipment Non-Owned

	<u>88/89</u>	<u>Per Hour</u> <u>89/90</u>	<u>90/91</u>	<u>Type of Equipment</u>
Cardi Construction Limited 24 Garden Avenue Stoney Creek L8E 2Y9	75.00	77.00	79.00	1-963 Cat track loader with heated cab

FOR ACTION

4

REPORT TO: Mr. R.C. Prowse, Secretary
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: May 2, 1988
COMM FILE:
DEPT FILE: 100.40.103
(4505)

SUBJECT:

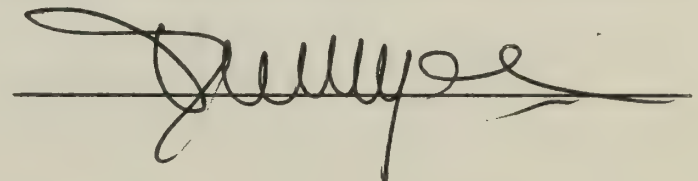
Tenancy - 332 Magnolia Drive
Leslie and Rosalie Voros

RECOMMENDATION

That the leasing of 332 Magnolia Drive to Leslie and Rosalie Voros be approved.

The tenancy is to commence on May 26, 1988 and terminate on July 31, 1988. The monthly rental will be \$400.00 including taxes.

That the Mayor and City Clerk be authorized to execute the Acknowledgement and Agreement documents.



FINANCIAL IMPLICATIONS

Revenue will be credited to Account #0408-X95056.

BACKGROUND

We attach hereto the original of the Acknowledgement and Agreement executed by Leslie and Rosalie Voros in regard to the above property which is being purchased from Mr. and Mrs. Voros for the proposed walkway between Gurnett and Fessenden Neighbourhoods. The purchase is scheduled to close on May 26, 1988 and Mr. and Mrs. Voros have requested permission to remain on the premises as monthly tenants until July 31, 1988. They have bought another home in Port Colbourne but are unable to relocate there until Mr. Voros retires from his job in Hamilton at the end of July.

The tenancy is to commence on May 26, 1988 at a monthly rental charge of \$400.00 (including estimated realty taxes for 1988 of \$1,440.00).

The property once it becomes vacant at the end of July will be sold on the open market after a 10 foot strip is established for the walkway. This agreement is subject to the Landlord Tenant Act.

May 2, 1988

Transport & Environment Committee

Page 2

c.c. - Mr. K.A. Rouff, City Solicitor
Attention: Mr. D. Powers

- Mr. E.C. Matthews, City Treasurer

- Mr. R. Swan, Manager, Property Maintenance Division

FOR ACTION

5

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

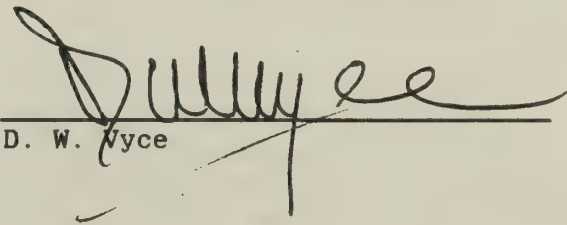
DATE: 1988 June 7
COMM FILE:
DEPT FILE: 10.1.17
(4509)

SUBJECT: Sale - 1' Reserve - Rochelle Avenue
to 712169 Ontario Limited

RECOMMENDATION:

That an Offer to Purchase a 1' Reserve on Rochelle Avenue executed by Gino Malatesta, Tony Malatesta and Tony Malatesta on behalf of 712169 Ontario Limited carrying on business as Homes by Malatesta on May 24, 1988 and scheduled for closing on August 12, 1988 be approved and completed.

Note: The parcel which is surplus to roadway requirements has a frontage of 253.54 feet (77.27 metres) along the westerly limit of Rochelle Avenue by a depth of one foot (0.3 metres) and is shown as Parts 1 - 6 on Plan 62R-9438. The purchase price of \$2.00 is to be credited to account 0280-02.


D. W. Vyce

FINANCIAL IMPLICATIONS (N/A)

BACKGROUND

The subject parcel of land is surplus to requirements for Rochelle Avenue and therefore is being sold to the abutting owners to be incorporated into their lots. This is to comply with a condition for the granting of severances and the Subdivision Agreement for Rochelle Avenue "that this one foot strip of land must be purchased from the City of Hamilton and added to the lots".

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
Attention: Mr. D. Consoli
- Mr. G. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley
Attention: Mr. D. Christelaw
- Mr. J. Thoms, Regional Commissioner of Planning & Development
Attention: Dale Amy, Secretary, Land Division Committee

FOR ACTION

6

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 May 13
COMM FILE:
DEPT FILE: 100.90.101
(4505)

SUBJECT: Sale - 128 Guildwood Drive to
Farrukh and Farida Qureshi

RECOMMENDATION:

That an Offer to Purchase 128 Guildwood Drive executed by Farrukh Qureshi and Farida Qureshi on April 29, 1988 and scheduled to close on August 1, 1988 be approved and completed.

Note: The property to be sold is composed of Lot 1, Plan M-224 and part of Block C, Plan M-210, having a frontage along the northerly limits of Guildwood Drive of 12.192 metres (40 feet) by a depth of 45.72 metres (150 feet) containing an area of .054 hectares (.135 acres) together with all structures erected thereon and known as Municipal No. 128 Guildwood Drive, along with Schedules "A" and "B" which form a part of the Offer to Purchase for the sale price of \$105,000.00 which is to be credited to Account # 0408-X95056.

A certified deposit cheque in the amount of \$5,000.00 is being held by the City Treasurer pending approval of this transaction. On closing a 5% real estate commission will be paid to Chris Bahl Real Estate, 636 Upper James Street, Suite 301, Hamilton, Ontario, whose agent, Chris Bahl, acted in this matter.


D. W. Vyce

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

The above property was originally purchased by the City for \$126,650.00, inclusive of all elements of compensation. The market value of the realty was \$118,000.00.

The subsequent resale described herein at \$105,000.00 stipulates a commission to be paid by the City to the real estate agent who secured a purchaser for the property. The net resale price is therefore \$99,750.00.

In financial terms, the acquisition of the 10 foot strip of land from the property known as 128 Guildwood has cost the City in gross terms, \$26,900.00.

BACKGROUND

On November 24, 1987, City Council authorized the acquisition of 128 Guildwood Drive, 324 and 332 Magnolia Drive; three of the four properties required for the walkway connecting Gurnett and Fessenden Neighbourhoods. A 10 foot strip of land was required from each property for the establishment of the walkway. The remaining portions inclusive of their dwelling were to be sold on the open market on the basis of their residual value. The above property was the first to receive vacant possession, and accordingly, the surplus land and dwelling is being sold. The purchasers, Mr. and Mrs. F. Qureshi, have complete knowledge of the proposed ground walkway and subsequent overhead walkway once the Freeway is in place at this location.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

7

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 May 26
COMM FILE:
DEPT FILE: 21.2.12

SUBJECT: Sale of Unopened Road Allowance - Melissa Street

RECOMMENDATION:

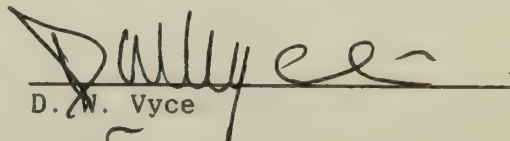
- (1) That an Offer to Purchase executed by Gordon Bigelow and Muriel Bigelow on May 9, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed road allowance of Melissa Street be approved and completed.

Note: This portion of the road allowance has a frontage along the easterly limit of Upper Wellington Street of 41 feet (12.49 metres) by a depth of 193 feet (58.82 metres) shown as Parts 1 and 3 on attached copy of an unregistered Plan prepared by A.J. Clarke and Associates. The purchase price of \$31,060.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of \$3,000.00 is being held by the City Treasurer pending approval of this transaction.

- (2) That an Offer to Purchase executed by Andrew Brouwer on May 16, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed road allowance of Melissa Street be approved and completed.

Note: This portion of the road allowance has a frontage along the easterly limit of Upper Wellington Street of 25 feet (7.62 metres) by a depth of 193 feet (58.82 metres) shown as Parts 2 and 4 on attached copy of unregistered Plan prepared by A.J. Clarke and Associates. The purchase price of \$18,940.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of \$2,000.00 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the road allowance of Melissa Street, and the passage and registration of a by-law to sell the herein described land.


D. W. Vyce

May 25, 1988
Transport & Environment Committee
Page 2

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

The proceeds of these sales will be credited to account 0280-02 - Reserve for Property Purchases.

BACKGROUND

On July 31, 1984 in adopting Item 47 of the 13th Report of the Transport & Environment Committee, City Council approved an application to close the subject road allowance. The land is being sold to the two abutting property owners at fair market value as per the policy on road closures approved by City Council on March 8, 1988.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley, Regional Surveyor

Attention: Mr. D. West

FOR ACTION

8

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 June 10
COMM FILE:
DEPT FILE: 30.1.45(4509)

SUBJECT: Sale of Alleyway between 145-147 Grant Avenue

RECOMMENDATION:

- (1) That an Offer to Purchase executed by John Soleas on June 2, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alleyway between 145-147 Grant Avenue be approved and completed.
- (2) That an Offer to Purchase executed by Elene Onen, Adnan Balli and Evelyn Balli on June 8, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alleyway between 145-147 Grant Avenue be approved and completed.

Note: This alleyway has a frontage along the easterly limit of Grant Avenue of 12 feet (3.65 metres) by a depth of 80 feet (26.24 metres). Each owner will be purchasing a parcel 6 feet by 80 feet (more or less). The purchase price of \$1.00 for each parcel is to be credited to account 0280-02.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close that portion of the alleyway between 145-147 Grant Avenue and the passage and registration of a by-law to sell the herein described land.


D. W. Vyce

FINANCIAL IMPLICATIONS N/A

BACKGROUND

On March 29, 1988 in adopting Item 11 of the 6th Report of the Transport and Environment Committee, City Council approved an application to close the subject alleyway. We therefore recommend the sale of same to the two abutting property owners.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor - Attention: Ms. L. Lawrence
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley, Regional Surveyor
Attention: Mr. D. West

FOR ACTION

9

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

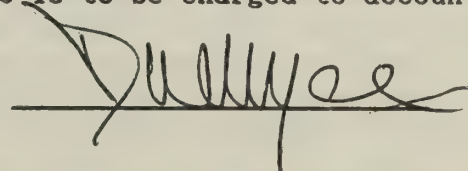
DATE: 1988 May 6
COMM FILE:
DEPT FILE: 34.4.3(4509)

SUBJECT: Purchase of Land from Cochren Construction Co. Limited
for the Extension of Greenhill Avenue

RECOMMENDATION:

That an Option to Purchase a parcel of land for the extension of Greenhill Avenue, shown as part of Part 3 on Plan 62R-4377, executed by Thomas Cochren, President of Cochren Construction Co. Limited on May 2, 1988 and scheduled for closing on or before August 22, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is composed of part of Lot 28, Concession 4, and contains 21,451.73 square feet (.492 acres) more or less shown as part of Part 3 on Plan 62R-4377. The purchase price of \$35,000.00 is to be charged to account 0280-02.



FINANCIAL IMPLICATIONS:

The City will establish a 1' reserve along the proposed roadway in order to recover its costs for land and services from the abutting developers.

BACKGROUND:

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivision and promote the development of their land.

We attach hereto an Option to Purchase from Cochren Construction Co. Limited for the purchase by the City of part of Lot 28, Concession 4, containing 21,451.73 square feet (.492 acres) more or less, shown as part of Part 3 on Plan 62R-4377, being a parcel of land required for the road allowance of Greenhill Avenue for the sum of \$35,000.00.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. S. Spencer, Regional Commissioner of Engineering
Attention: Mr. M. Chidley
Attention: Mr. D. Christilaw

FOR ACTION

10

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

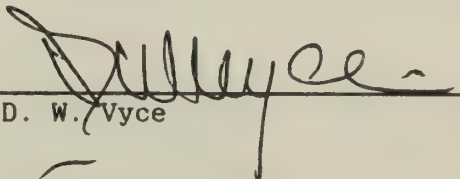
FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 May 26
COMM FILE:
DEPT FILE: 36.1.91
(4506)

SUBJECT: Expropriation for Sewers and Roadway Purposes
Kingsberry Gardens, Phase 4
Part of Lot 3, Concession 6, Barton

RECOMMENDATION:

- (a) That the Director of Property be authorized to acquire lands (part of Lot 3, Concession 6, Barton, comprising approximately 7,320 square feet) from S. Wise Construction Ltd. which are required for sewers and roadway purposes for the Kingsberry Gardens (Phase 4) draft plan of subdivision, in order to implement the approved Lisgar Neighbourhood Plan: the necessary expenditures be charged to account #0280-12.
- (b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to account #0280-12.


D. W. Vyce

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

- (a) \$15,000 potentially recoverable by 1' Reserves
- (b) \$25,000; \$15,000 potentially recoverable by 1' Reserves

BACKGROUND

The owner of the proposed Kingsberry Gardens (Phase 4) plan of subdivision, Mr. P. Barnett, has been unsuccessful in his attempts to acquire the required lands and has requested municipal involvement so that the development of the 60 single family lots in the mentioned plan can proceed in an orderly manner and not be unduly delayed.

This is the identical situation that occurred between the same two parties with the Kingsberry Gardens (Phase 3) subdivision. On that occasion City Council adopted Item 1 of the First Report of the Transport & Environment Committee on January 29th, 1985 approving expropriation.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. K. Brenner

Attention: Mr. M. Chidley

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1988 May 24
COMM FILE:
DEPT FILE: 10.1.101
(4506)

SUBJECT: Expropriation for Road and Municipal Purposes:
Boxinbaum - Part of 1477 Upper James Street

RECOMMENDATION:

- (a) That the City Solicitor be authorized and directed to initiate expropriation procedures to acquire part of the lands known as 1477 Upper James Street, being part of Lot 14, Concession 8 in the former Township of Barton, for roadway and other municipal purposes, and,
- (b) That the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value suitable for service pursuant to Section 25(2) of the Expropriations Act.


D. W. Vyce

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Acquisition costs estimated at \$400,000 are potentially recoverable via 1' Reserves

BACKGROUND

The lands recommended for expropriation have been designated for roadway purposes on the approved Ryckmans Neighbourhood Plan and were to be acquired by the owner of lands to the south, (491719 Ontario Ltd., in trust - John Paisley, principal), as a condition of site development.

Over the past several months this latter owner has made a forthright and bonafide attempt to purchase the required roadway lands from Mr. Boxinbaum but has been unsuccessful in all his efforts. In order to ensure orderly neighbourhood development consistent with the Secondary Plan, it seems apparent that City involvement will be required. Normally we would recommend that the Director of Property be authorized to negotiate with the owner prior to the commencement of expropriation, but, in this instance, the solicitor for Mr. Boxinbaum (M. Rudolph of Turkstra, Mazza) has formally written requesting a consensual expropriation pursuant to Section 31 of the Expropriations Act.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

12

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff
City Solicitor

DATE: 1988 May 26
COMM FILE:
DEPT FILE: 55-0.78

SUBJECT:

Highway Expropriation - Offer of Compensation and Notice of Possession

RECOMMENDATION

With respect to the rear vacant land portion of 163 Centennial Parkway North, expropriated on February 3, 1988 for roadway and municipal purposes pursuant to Expropriation By-Law 88-24 enacted on January 26, 1988, the City Clerk is authorized and directed to:

(a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the property is required;

(b) Sign and serve Offers of Compensation for the expropriated land as follows:

\$31,000.00 Former Owner: Peter Rybak

The Spouse of Peter Rybak

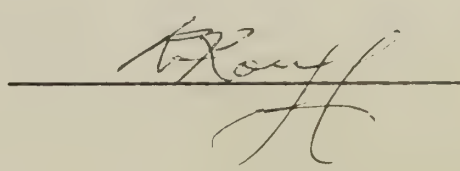
\$1.00

Tenants:

Erna Rybak
Alexander Motel

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A



BACKGROUND

This land was expropriated by the City's Expropriation Plan 445070 C.D. pursuant to Expropriation By-Law 88-24, enacted on January 26, 1988.

Under The Expropriation Act, in order to acquire possession of the expropriated land, the City is required to make an Offer of Compensation and to give Notice of its intention to take possession.

Copies of an independent appraisal report which valued the land at \$31,000.00 will be served with the City's Offer of Compensation. The said Offer of Compensation and Notice of Possession are recommended by the Director of the Property Department.

DAP:1b

c.c. Mr. D. W. Vyce, Director of Property
(File No.100-1.100)

F O R A C T I O N

13

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

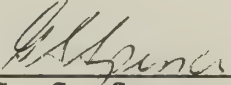
DATE: 1988 May 3
COMM FILE:
DEPT FILE: S704-24
ID#0043D (83)

SUBJECT:

Additional Cost Sharing - "David Ben Survey Addition",
Subdivision Agreement, Hamilton

RECOMMENDATION

That the City's share of the cost of fencing for "David Ben Survey Addition" be increased by \$735.00 to \$4,464.00 and that the Executive Committee recommend the source of funding for these additional costs.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved Amount</u>	<u>Amounts Now Required</u>
Fencing	\$ 3,729.00	\$4,464.00

BACKGROUND

Item 18 of the fourth report of the Transport and Environment Committee, as adopted by City Council on February 23, 1988, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands. The present owner of these lands is Ideal Furniture Ltd.

For the Committee's information, the additional funds are required due to the tendered unit price being greater than the estimated price.

JG:lj

cc: E. Matthews, City Treasurer
cc: J. J. Schatz, Secretary
Executive Committee

Att: B. Hotrum

F O R A C T I O N

14

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. Spencer,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 03
COMM FILE: 3-11.2
DEPT FILE: T103-14
ID#0043D (90)

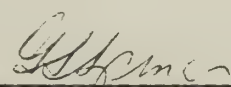
SUBJECT:

Annual Overload Permit
K's Transport Inc.

RECOMMENDATION

(a) That in accordance with By-Law 66-100 that K's Transport Inc. be given an annual overload permit for the year 1988 for ten tractor trailers for a total fee of \$10,197.00.

(b) That 11% or \$1,121.67 be credited to City Account No. 0310-0121 (Overload Permit Fees), and that 89% or \$9,075.33 be credited to Regional Account No. 0308-7610.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

We have received a request from K's Transport Inc. for an annual overload permit for ten (10) tractor trailer units to haul slag from Dofasco and Stelco along Wilcox Street, Burlington Street, Parkdale Avenue and Windermere Road. Each truck will make approximately (14) fourteen trips per day. The route the vehicles travel consists of 11% City streets and 89% Regional Roads.

Continued ...

- page 2 -
1988 May 03

Annual Overload Permit
K's Transport Inc.

Continued ...

We have reviewed the vehicles involved and in accordance with By-Law 66-100 and the related current regulations of The Highway Traffic Act, find that the overloads and the related permit fee is as follows:

Ten tractor trailers at 10.3 tonnes each at a fee of \$99.00 per tonne
(10 X 10.3 X \$99.00 = \$10,197.00)

RPM:tlj

~~RPM~~
cc: P. D'Alessandro, Regional Finance
cc: R. Hayes, City Treasury Department

F O R A C T I O N

15

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(8)
ID#0043D (49)

SUBJECT

Temporary Road Closure, Campbell Avenue and Britannia Avenue, from Ottawa Street North, easterly to Municipal Parking Lot Entrances (approximately one-half block) to hold a Craft Festival.

RECOMMENDATION

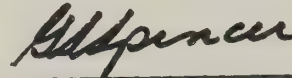
That the application of Diane Morris, on behalf of the Ottawa Street B.I.A., requesting permission to temporarily close Campbell Avenue and Britannia Avenue, from Ottawa Street North, easterly to Municipal Parking Lot Entrances (approximately one-half block), on Saturday and Sunday, September 17 and 18, 1988, from 10:00 a.m. to 5:00 p.m. to hold a Craft Festival, be approved, provided:

- (a) That the applicant provide proof of \$1,000,000.00 public liability insurance, naming the City and Region as added insured parties with a provision for cross liability, and holds the City and Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- (b) That the applicant reimburse the Regional Police, and the Hamilton Street Railway for any extra costs incurred by these agencies;
- (c) That no property owner or resident within the barricaded area will be denied access to their property upon request;
- (d) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group
- (e) That operation of the sale does not interfere with hydrants, pedestrian traffic along the sidewalk, nor at bus stop areas. A minimum of 1.5m of unobstructed sidewalk must remain open for pedestrian traffic; and,

Cont'd...

Cont'd...

- (f) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City or the Region.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received a request from the Ottawa Street B.I.A. for permission to temporarily close Campbell Avenue and Britannia Avenue, from Ottawa Street North, easterly to Municipal Parking Lot Entrances (approximately one-half block), on Saturday and Sunday, September 17 and 18, 1988, from 10:00 a.m. to 5:00 p.m. to hold a Craft Festival.

The location of the proposed road closure is shown on the attached plan.



DW:cab.
Encl.

F O R A C T I O N

16(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.6
DEPT FILE: T103-69(21)
ID#0043D (59)

SUBJECT:

Boulevard Cafe Licence Application
Lorenzo's Restaurant
21 Augusta Street, Lease of the Abutting Boulevard

RECOMMENDATION

That the application of Ms. D. Lang, proprietor of "Lorenzo's Restaurant" at 21 August Street, on behalf of the owners of 21 Augusta Street, George and Arlene Britton, requesting permission to establish an outdoor boulevard cafe, measuring 4.17m (13.70') by 7.64m (25.08'), on the boulevard of Augusta Street, consisting of patio stone paved surface and ornamental iron boundary fence, maximum height 1.21m (4.0'), around the cafe perimeter be approved, during the pleasure of Council provided that:

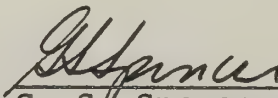
1. The owner's prepare a Licensing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
2. A first year fee of \$429.76, and subsequent Seasonal Licence (from May 1 to October 31), fee of \$238.76 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.
3. The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.

Continued . . .

Outdoor Boulevard Cafe - Lorenzo's Restaurant

Continued . . .

4. The owners provide proof of \$1,000,000.00 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.
5. The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

We have received a request from Ms. Diane Lang, proprietor of Lorenzo's Restaurant at 21 Augusta Street, on behalf of the owner(s) George and Arlene Britton, to lease a portion of the Augusta Street road allowance for the purpose of establishing an outdoor boulevard cafe. We have circularized this application to the affected agencies and have received no objections to this request. This Department has no objections to this request.

CVB
CVB:clc

16(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 10
COMM FILE: 3-11.6
DEPT FILE: T103-69(26)
ID#0043D (70)

SUBJECT:

Boulevard Cafe Licence Application
Cecil's Tavern - 111 to 113 James Street North
Leasing of the Vine Street Road Allowance

RECOMMENDATION

That the application of Mr. I. Cvetkovic, owner of the above-mentioned property, requesting permission to establish an Outdoor Boulevard Cafe measuring 2.13m (7.0') by 15.24m (50.0'), on the Vine Street road allowance abutting Nos.111 - 113 James Street North be approved, during the pleasure of City Council provided that:

- a) The owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) A first year fee of \$628.50, and subsequent Seasonal Licence (From May 1 to October 31), fee of \$437.50 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.
- c) The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.
- d) The owners provide proof of \$1,000,000.00 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.

Continued . . . ,

-page 2-
1988 June 10

Boulevard Cafe Licence Application
Cecil's Tavern - 111 to 113 James Street North
Leasing of the Vine Street Road Allowance

- e) The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

We have received a request from Mr. I. Cvetkovic, for permission to establish an Outdoor Boulevard Cafe on the Vine Street road allowance. The dimensions of this proposed cafe will be 2.13m (7.0') x 15.24m (50.0'). We have circularized this application to the appropriate agencies and have received no objections. This department has no objection to this request.

CVB RPM
CVB/RPM:clc

F O R A C T I O N

16(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 10
COMM FILE: 3-11.6
DEPT FILE: T103-69(28)
ID#0043D (72)

SUBJECT:

Boulevard Cafe Licence Application
Copper John's Tavern - 345 James Street North
Leasing the Murray Street West Road Allowance

RECOMMENDATION

That the application of Mr. P. Jovanovich, owner of Copper John's Tavern, requesting permission to establish an Outdoor Boulevard Cafe, measuring 3.53m (11.58') x 13.12m (43.0') on the Murray Street West road allowance abutting 345 James Street North, be approved during the pleasure of City Council provided that;

- a) the owner's prepare a Licencing Agreement, satisfactory to the City Solicitor, and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) A first year fee of \$439.97, and subsequent Seasonal Licence (from May 1 to October 31), fee of \$248.97 "plus any costs that may be assessed or incurred by the Municipality, as a result of the approval granted by this licence" be set for this privilege, which fee shall be due and payable to the Corporation of the City of Hamilton, 30 days from the date of this resolution, satisfactory to the City Solicitor.
- c) The owners may occupy the licenced area of the boulevard from May 1 to October 31, and furniture, equipment, etc., must be removed from the area at all other times.
- d) The owners provide proof of \$1,000,000.00 public liability insurance, naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy, or a certified copy or certificate thereof to the City Solicitor, and maintain the policy during the currency of the agreement, and deliver annually a renewal certificate of the policy to the City Clerk.

Continued . . .

-page 2-
1988 June 10

Boulevard Cafe Licence Application
Copper John's Tavern - 345 James Street North
Leasing the Murray Street West Road Allowance

Continued . . .

- e) The owners conform without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

We have received a request from Mr. P. Jovanovich, owner of Copper John's Tavern, for permission to establish an Outdoor Boulevard Cafe on the Murray Street West road allowance abutting 345 James Street North. We have circularized this application to the appropriate agencies and have received no objections. This department has no objection to this request. We also circularized 16 residents in the immediate area and received the following replies:

- 1 in favour
- 7 objections (including an objection from the Romanian Orthodox Church - 19 Murray Street).
- 8 no replies.

RPM CVB
RPM/CVB:clc

F O R A C T I O N

160(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 13
COMM FILE: 3-11.6
DEPT FILE: T103-69(20)
ID#0043D(69)

SUBJECT:

Seasonal Licence - Outdoor Boulevard Cafe
Request to Lease a Portion of the Jackson Street West Road Allowance
Abutting 96 Locke St. S.

RECOMMENDATION

That the request of Mr. G. Johnson, owner of the Beasley House
Bistro to lease a portion of the Jackson Street West road allowance
(Measuring 2.74m (9.0') x 16.28m (53.4')) for the purpose of
establishing an Outdoor Boulevard Cafe, be approved, during the
pleasure of City Council, provided:

- a) That the owners prepare a Licensing Agreement satisfactory to
the City Solicitor, and the Commissioner of Engineering, to
indemnify and save the City harmless from all actions, causes of
action, interests, claims, demands, costs, damages, expenses and
loss; and
- b) That a Seasonal Licence (from May 1st to October 31st) fee of
\$240.03 "plus any costs that may be assessed or incurred by the
Municipality, as a result of the approval granted by this
license" be set for this privilege; and that the owners pay a
\$191.00 processing and registration fee.
- c) That the owners provide proof of \$1,000,000.00 public liability
insurance, naming the City of Hamilton as an added insured
party, with a provision for cross liability, and deliver the
policy, or a certified copy or certificate thereof to the City
Solicitor, and maintain the policy during the currency of the
agreement and deliver annually a renewal certificate of the
policy to the City Clerk; and

Continued . . .

- page 2 -
June 13, 1988

Seasonal Licence - Outdoor Boulevard Cafe
Request to Lease a Portion of the Jackson Street West Road Allowance
Abutting 96 Locke St. S.

Continued . . .

- d) That the owners conform to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafes" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

Mr. G. Johnson's original application for an Outdoor Boulevard Cafe submitted on March 16, 1987 was denied because it was in contravention of the Zoning By-law Section 18(ii)(b)2.

Subsequently, Mr. Jerry Wannop, agent on behalf of Mr. Johnson, applied to the Committee of Adjustment for a variance which was granted to him by the Committee on March 24, 1988.

CVB
CVB:clc

RM
cc: K. Rouff, City Solicitor

F O R A C T I O N

17

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

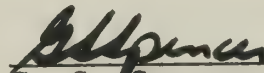
DATE: 1988 May 11
COMM FILE: 3-11.9
DEPT FILE: T103-03(179)
ID#0043D (56)

SUBJECT:

Baxter Street - Unopened Road Allowance from Stroud Road easterly to the Ontario Hydro Right-of-Way. Rescind Council Resolution for Closure.

RECOMMENDATION

That Item 60 of the 1st Report of the Transport and Environment Committee adopted by Council on 1985 December 10 authorizing the closure of the Baxter Street unopened road allowance from Stroud Road easterly to the Ontario Hydro right-of-way be rescinded.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

An application to close this portion of the Baxter Street road allowance was received from Mr. W.E. Smith of 283 Haddon Avenue South, an abutting property owner, on 1985 May 10. This request was approved by City Council on 1985 December 10 and by Regional Council on 1985 October 1.

We have been advised by the Property Department that the applicant does not wish to proceed with the closure of the subject allowance. Therefore, the Council resolution should be rescinded.


DW:clc

F O R A C T I O N

18(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. Spencer,
 COMMISSIONER OF ENGINEERING

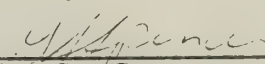
DATE: 1988 May 9
COMM FILE:
DEPT FILE: S610-03
ID#0043D (53)

SUBJECT:

To Incorporate Certain City Lands into Kordun Street

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 63, Plan 62M-517 and Block 17, Plan 62M-469 into Kordun Street (as shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RAH-432 Surveys)



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth

BACKGROUND

The City of Hamilton is the owner of both Blocks mentioned above. It is necessary that Block 63 be incorporated into Kordun Street, a proposed five (5) lot subdivision adjacent and abutting to the south thereof (commonly known as Bayview Estates - Phase II) is soon to be registered and access from these lots to the existing Kordun Street is required.

It is also necessary that Block 17, Plan 62M-469 be incorporated into Kordun Street to provide access to the subdivision to the west, namely 62M-517.

HS:clc

F O R A C T I O N

18(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

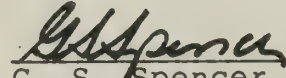
DATE: 1988 May 03
COMM FILE:
DEPT FILE: S610-03
ID#0043D (45)

SUBJECT:

To incorporate certain lands into Crerar Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate blocks 36, 39, 40 & 41, Plan 62M-425 and block 41 Plan 62M-495 (0.30 m reserves), into Crerar Drive (shown in heavy outline of Regional Municipality of Hamilton-Wentworth plan RA-H-431 Surveys).



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The City of Hamilton is the owner of all of the blocks mentioned above and since the costs for services have been paid to the City of Hamilton and the Regional Municipality of Hamilton-Wentworth, it is necessary to incorporate same to provide a hook up between the subdivision and adjacent lands.

HS:tlj

F O R A C T I O N

18(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. Spencer,
COMMISSIONER OF ENGINEERING

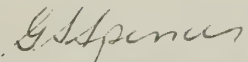
DATE: 1988 May 9
COMM FILE:
DEPT FILE: S610-03
ID#0043D (54)

SUBJECT:

To Incorporate Certain City Lands into DiCenzo Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 91, Plan 62M-511 into DiCenzo Drive.



G. S. Spencér
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

This City of Hamilton is the owner of Block 91, Plan 62M-511 and it is necessary that this block be incorporated into DiCenzo Drive to hook up and provide access to the proposed subdivision to the west (commonly known as DiCenzo Gardens - Phase 2) soon to be registered.

HS:clc

F O R A C T I O N

18(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

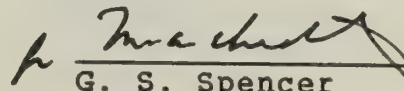
DATE: 1988 June 10
COMM FILE:
DEPT FILE: S610-01
ID#0043D (16)

SUBJECT:

Incorporating Certain Lands into Acadia Drive and Twin Crescent

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 70, Plan 62M-465 into Acadia Drive (0.30m Reserve) and Block 71, Plan 62M-465 into Twin Crescent (0.30m Reserve).


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of blocks mentioned above and it is necessary that these blocks be incorporated into their respective streets to provide access to the Plan of Subdivision to the west recently registered as Plan 62M-544.

The above described blocks being shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RAH-433 Surveys.

HMS:lj

F O R A C T I O N

18(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 9
COMM FILE:
DEPT FILE: S610-03
ID#0043D

SUBJECT:

To incorporate certain city lands into Rockland Avenue.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Blocks 21 & 22, Plan 62M-505 into Rockland Avenue.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The townhouse development adjacent to Block 22 and the commercial property adjacent to Block 21 (presently under construction) have paid all of the costs for services to the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton owns both blocks mentioned above and it is necessary that they be incorporated into Rockland Avenue to provide from the adjacent and abutting properties to the existing Rockland Avenue.

RPM:sm

FOR ACTION

19

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.6
DEPT FILE: T103-50(508)
ID#0043D (57)

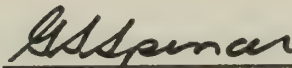
SUBJECT

Encroachment Agreement (Sidewalk Heating Cables and Wiring)
22 Fairholt Road South.

RECOMMENDATION

That the application of John L. Kirstein, present owner of 22 Fairholt Road South, Hamilton, to retain the following encroachment consisting of sidewalk heating cable and service wiring within an area of 3.42m x 9.14m on the Fairholt Road South road allowance be approved during the pleasure of City Council, provided that:

- (a) The owner enter into an Agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (b) A first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege; and,
- (c) The Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this Agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
May 30, 1988

Cont'd...

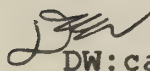
The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

City Council, in adopting Item 31 of the 16th Report of the Transport and Environment Committee on September 30, 1986, approved the application of Mr. J. L. Kirstein, owner of the property, to retain existing heating cables embedded in the sidewalk and service wiring within an area of 3.42m x 9.14m.

Subsequent to Council approval, the City Solicitor attempted to communicate with the owner requesting his co-operation toward the completion of the encroachment agreement.

No agreement had been received from the owner; therefore, the City Solicitor requested that the authorization granted by Council be rescinded. The resolution to rescind was approved by City Council on October 13, 1987. We were advised by the City Solicitor on May 19, 1988 that the Kirstein's returned executed copies of the above-noted encroachment agreement, together with the proper fees of \$125.00. We therefore recommend that this application be approved.


DW: cab.

c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

20(a)

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 03
COMM FILE: 3-11.5
DEPT FILE: T103-50(652)

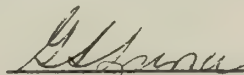
SUBJECT:

Inadvertent Encroachment Agreement
169 Niagara Street N., Hamilton

RECOMMENDATION

That the application of WM. J. TIDBALL, Solicitor on behalf of the present owner of 169 Niagara Street N., Hamilton, retain the following inadvertent encroachment consisting of a porch 2.7' X 8' be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G.S. SPENCER
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then

Continued ...


- page 2 -

May 3, 1988

Continued ...

the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 CVB:tlj

cc: L. Farr, City Solicitor's Office

F O R A C T I O N

206

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 03
COMM FILE: 3-11.5
DEPT FILE: T103-50(563)

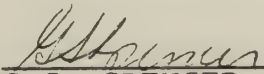
SUBJECT

Inadvertent Encroachment Agreement
120 Pearl St. N., Hamilton

RECOMMENDATION

That the application of WM. J. TIDBALL, Solicitor on behalf of the present owner of 120 Pearl St. N., Hamilton, to retain the following inadvertent encroachment consisting of wood steps 1.08 ft. X 5.18 ft., be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G.S. SPENCER
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an

Continued ...

- page 2 -

May 3, 1988

Continued ...

agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 CVB:tlj

cc: L. Farr, City Solicitor's Office

F O R A C T I O N

20ca

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 3
COMM FILE: 3-11.5
DEPT FILE: T103-50(651)
ID#0043D (81)

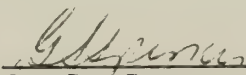
SUBJECT:

Inadvertent Encroachment Agreement
78 Vine Street

RECOMMENDATION

That the application of Randy Martin, present owner of 78 Vine Street, Hamilton, to retain the following inadvertent enroachment consisting of a steel porch and steel steps, 6.85 ft. x 2.68 ft., be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



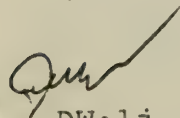
G. S. Spencer
Commissioner of Engineering

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building enroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.


DW:lj

cc: L. Farr, City Solicitor's Office

F O R A C T I O N

20(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 3
COMM FILE: 3-11.5
DEPT FILE: T103-50(645)
ID#0043D (82)

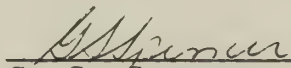
SUBJECT:

Inadvertent Encroachment Agreement
Alley Abutting 9-11 Wentworth Street North

RECOMMENDATION

That the application of Mr. A. Camporese, Solicitor, on behalf of the present owner(s) of 9-11 Wentworth St. N., Zygmund and Andrzej Ilnicki, to retain the following inadvertent encroachment consisting of a brick dwelling (0.52m x 7.39m) encroaching on the alley abutting 9-11 Wentworth St. N., be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:lj



F O R A C T I O N

20(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 3
COMM FILE: 3-11.5
DEPT FILE: T103-50(649)
ID#0043D (84)

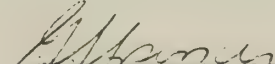
SUBJECT:

Inadvertent Encroachment Agreement
477 Catharine St. N.

RECOMMENDATION

That the application of MATTEO STELLUTO, present owner of 477 Catharine St. N., Hamilton, to retain the following inadvertent encroachment consisting of concrete porch and concrete steps - (13.5 ft. X 5.67 ft. [4.11m X 1.73m]), be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G.S. Spencer
Commissioner of Engineering

Continued ...

- page 2 -
1988 May 03

Inadvertent Encroachment Agreement
477 Catharine St. N., Hamilton

Continued ...

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.


CVB:tlj

cc: L. Farr, City Solicitor's Office

204

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 2
COMM FILE: 3-11.5
DEPT FILE: T103-50(642)
ID#0010

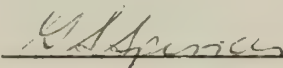
SUBJECT:

Inadvertent Enroachment Agreement
49 Fairleigh Cresent

RECOMMENDATION

That the application of Mr. J. Steadman, Solicitor, on behalf of the present owner of 49 Fairleigh Cresent, Mr. J. T. Mitchell, to retain the following inadvertent encroachment consisting of a brick porch (1.37 m x 5.79 m), be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

- page 2 -
May 2, 1988

Inadvertent Encroachment Agreement
49 Fairleigh Cresent

Cont'd

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm
RM

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

20kg

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 3
COMM FILE: 3-11.5
DEPT FILE: T103-50(648)
ID#0043D

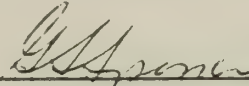
SUBJECT:

Inadvertent Encroachment Agreement
32 Murray Street

RECOMMENDATION

That the application of Mr. J. Findlay, Solicitor on behalf of the present owner of 32 Murray Street, Mr. Thomas Beauchamp, to retain the following inadvertent encroachment consisting of (i) on Murray Street - steps (0.5 m x 1.4 m), (ii) on MacNab Street - Bay window (0.45 m x 2.48 m), be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

- page 2 -
May 3, 1988

Inadvertent Encroachment Agreement
32 Murray Street

Cont'd

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

DW *CS*
DW/CVB:sm

cc: L. Farr, City Solicitor's Dept.

20(h)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 12
COMM FILE: 3-11.5
DEPT FILE: T103-50(655)
ID#0043D

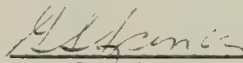
SUBJECT:

Inadvertent Encroachment and proposed encroachment agreements
Colbourne Street at side of 265 James Street North

RECOMMENDATION

That the application of Mr. M. DiDonato, present owner of 255 to 265 James Street North to retain the following inadvertent encroachment on Colbourne Street consisting of (i) a brick building; (1) 4.2 m x 0.058 m (2) 12.479 m x 0.171 m (ii) a proposed metal and glass canopy on Colbourne Street supported by 5 steel posts with lamps 21.95 m x 2.95 m; be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$131.00, and subsequent annual fee of \$26.00 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

- page 2 -
May 12, 1988

Cont'd

BACKGROUND

The existing and proposed roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed these types of encroachments in the past.


DW:sm

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

20ci

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 9
COMM FILE: 3-11.5
DEPT FILE: T103-50(656)
ID#0043D (49)

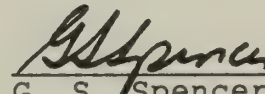
SUBJECT:

Inadvertent Encroachment Agreement
109-111 Pearl St. North

RECOMMENDATION

That the application of Mr. S. Yanover, Solicitor, on behalf of the present owner of 109-111 Pearl St. North, Mr. Robert Golfi, to retain the following inadvertent encroachment consisting of a 2 Storey Brick Dwelling encroaching onto (i) Pearl St. N. (0.05 m x 3.93 m) (ii) Florence St. (0.28 m x 13.07 m), be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

-Page 2-
May 9, 1988

Inadvertent Encroachment Agreement
109-111 Pearl St. North

Cont'd...

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

W3
CVB:sw
Tom

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

20(j)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 3
COMM FILE: 3-11.5
DEPT FILE: T103-50(630)
ID#0043D (86)

SUBJECT

Inadvertent Encroachment Agreement
34 Dundurn Street North, Hamilton

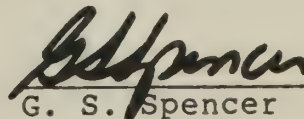
RECOMMENDATION

That the application of Mr. J. Evans, Solicitor on behalf of the present owner of 34 Dundurn Street North, Mr. Clement Feierabend, to retain the following inadvertent encroachments on Head Street consisting of:

- i) porch (0.15m x 3.96m);
- ii) chimney (0.26m x 0.44m); and
- iii) frame dwelling (0.27m x 6.24m)

be approved during the pleasure of City Council, provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- (b) That a first year fee of \$46.00, and subsequent annual fee of \$20.00, be set for this privilege; and,
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See Recommendation (b) above.

Cont'd...

- Page 2 -
May 3, 1988

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted, subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:cab.
RM

c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

20(K)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 16
COMM FILE: 3.11.5
DEPT FILE: T103-50(658)
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
116 Hess St. North/186 Cannon Street West

RECOMMENDATION

That the application of Mr. A. Perl, Solicitor, on behalf of the present owner of 116 Hess St. North, Inge Schwarz and Rainer Schwarz, to retain the following inadvertent encroachment consisting of (i) On Cannon Street W.

No. 116 Hess St. N. - 1 1/2 storey brick building
 (0.32 m x 5.12 m)
 - window well (0.86 m x 1.39 m).

No. 186 Cannon St. W. - old frame addition (0.32 m x 7.68 m)

be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

for R. G. Patul

G. S. Spencer
Commissioner of Engineering

- page 2 -
May 16, 1988

Inadvertent Encroachment Agreement
116 Hess St. North/186 Cannon St. W.

Cont'd

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CS
CVB:sm
~~ROM~~

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

2001

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 20
COMM FILE: 3-11.5
DEPT FILE: T103-50(657)
ID#0043D (43)

SUBJECT:

Inadvertent Encroachment Agreement
176 Sanford Avenue North (on Bristol Street)

RECOMMENDATION

That the application of Phillip Kennedy, Solicitor on behalf of the present owner of 176 Sanford Avenue North, Hamilton, to retain the following inadvertent encroachment consisting of a 2-1/2 storey brick building 15.545m x 0.536m and chimney 0.32m x 0.32m, be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$46.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

for R. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:lj

cc: L. Farr, City Solicitor's Office

F O R A C T I O N

20(m)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 24
COMM FILE: 3-11.5
DEPT FILE: T103-50(659)
ID#0043D (39)

SUBJECT:

Inadvertent Encroachment Agreement
350 Victoria Avenue North

RECOMMENDATION

That the application of Mr. M. Durward, Solicitor, on behalf of the present owner of 350 Victoria Ave. N., Julieta Pacheco, to retain the following inadvertent encroachment on Birge Street consisting of:

- (i) 1 1/2 storey metal-sided dwelling (0.20 m x 11.34 m)
- (ii) concrete stoop (0.18 m x 0.88 m)

be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$46.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

for R. S. Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

- page 2 -
May 24, 1988

Inadvertent Encroachment Agreement
350 Victoria Avenue North

Cont'd

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:sm

Bu
cc: L. Farr, City Solicitor's Dept.

FOR ACTION

20(n)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.5
DEPT FILE: T103-50(660)
ID#0043D (55)

SUBJECT

Inadvertent Encroachment Agreement
29-31 Tisdale Street North.

RECOMMENDATION

That the application of Michael Hinchey, Solicitor, on behalf of the present owner of 29-31 Tisdale Street North, Hamilton, to retain the following inadvertent encroachment consisting of (i) steps at No. 29 - 1.52m x 0.22m; and (ii) steps at No. 31 - 1.52m x 0.22m) be approved during the pleasure of City Council, provided that:

- (a) The owner enter into an Agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (b) A first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege; and,
- (c) The Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this Agreement.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
May 30, 1988

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.



DW:cab.

c.c. L. Farr, City Solicitor's Department

20(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.5
DEPT FILE: T103-50(661)
ID#0043D (51)

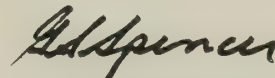
SUBJECT

Inadvertent Encroachment Agreement
59 Kinrade Avenue.

RECOMMENDATION

That the application of Paul H. Ennis, Solicitor, on behalf of the present owner of 59 Kinrade Avenue, Hamilton, to retain the following inadvertent encroachment consisting of wood steps 1.24m x 1.50m+ on Kinrade Avenue be approved during the pleasure of City Council, provided that:

- (a) The owner enter into an Agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (b) A first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege; and,
- (c) The Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this Agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
May 30, 1988

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.


DW:cab.

c.c. L. Farr, City Solicitor's Department

20(p)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.5
DEPT FILE: T103-50(662)
ID#0043D (53)

SUBJECT

Inadvertent Encroachment Agreement
68 Ferguson Avenue South.

RECOMMENDATION

That the application of Paul H. Ennis, Solicitor, on behalf of the present owner of 68 Ferguson Avenue South, Hamilton, to retain the following inadvertent encroachment consisting of a wood porch 1.55m x 2.44m+ on Ferguson Avenue South be approved during the pleasure of City Council, provided that:

- (a) The owner enter into an Agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (b) A first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege; and,
- (c) The Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this Agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
May 30, 1988

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.



DW:cab.

c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

20(q)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 30
COMM FILE: 3-11.5
DEPT FILE: T103-50(540)
ID#0043D (61)


SUBJECT:

Inadvertent Encroachment Agreement
92 Grant Avenue

RECOMMENDATION:

That the application of Mr. M. Dudzic, Solicitor, on behalf of the present owner of 92 Grant Avenue, Ms. T. Rullo, to retain the following inadvertent encroachment consisting of wooden steps (0.76 m x 1.95 m), be approved during the pleasure of City Council, provided:

- (a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS


See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.


DW:cd

cc: L. Farr, City Solicitor's Office

F O R A C T I O N

20cr

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 6
COMM FILE: 3-11.5
DEPT FILE: T103-50(629)
ID#0043D (66)

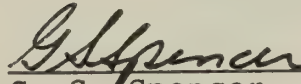
SUBJECT

Inadvertent Encroachment Agreement
358 Birch Avenue

RECOMMENDATION

That the application of Mr. P. Kennedy, Solicitor on behalf of the present owner of 358 Birch Avenue, Rupert Inniss, to retain an inadvertent encroachment consisting of a frame garage onto the Gerrard Street road allowance by 3.86m x 4.95m be approved during the pleasure of City Council, provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
2. That a first year fee of \$46.00 and subsequent annual fee of \$20.00 be set for this privilege; and,
3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted, subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
June 6, 1988

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

^{CVB}
CVB: cab.
~~REM~~

c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

20(s)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 7
COMM FILE: 3-11.5
DEPT FILE: T103-50(665)
ID#0043D (68)

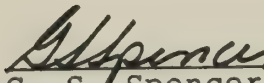
SUBJECT:

Inadvertent Encroachment Agreement
47 London Street North

RECOMMENDATION

That the application of Mr. J. Kostyk, Solicitor, on behalf of the present owner(s) of 47 London Street North, Eugene and Joanne Ralston, to retain the inadvertent encroachment consisting of wooden steps (measuring 0.12m x 1.24m), be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Continued . . .

-page 2-
1988 June 7

Inadvertent Encroachment Agreement
47 London Street North

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB:clc
[Signature]

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

20(t)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 8
COMM FILE: 3-11.5
DEPT FILE: T103-50(667)
ID#0043D (78)

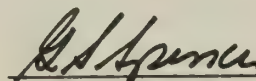
SUBJECT

Inadvertent Encroachment Agreement
66 East Bend Avenue North

RECOMMENDATION

That the application of Mr. R. Charko, Solicitor on behalf of the present owner(s) of 66 East Bend Avenue North, Jose and Hortencia Alfaro, to retain the inadvertent encroachment consisting of a concrete porch (measuring 0.40m x 1.97m) be approved during the pleasure of City Council, provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- (b) That a first year fee of \$125.00 and subsequent annual fee of \$20.00 be set for this privilege; and,
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted, subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

- Page 2 -
June 9, 1988

Cont'd...

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB: cab.

rom
c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

20(u)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 8
COMM FILE: 3-11.5
DEPT FILE: T103-50(664)
ID#0043D (74)

SUBJECT

Inadvertent Encroachment Agreement
538 Upper James Street

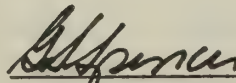
RECOMMENDATION

That the application of Raymond Wynne, agent on behalf of the present owner of 538 Upper James Street, Parshotam and Kailashn Kohli, to retain the following inadvertent encroachment consisting of:

- i) two-storey frame building (0.45m x 10.45m); and,
- ii) one-storey addition (0.32m x 0.96m)

encroaching onto Queensdale Avenue, be approved during the pleasure of City Council, provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- (b) That a first year fee of \$46.00 and subsequent; annual fee of \$20.00 be set for this privilege; and,
- (c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

Cont'd...

- Page 2 -
June 8, 1988

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted, subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB
CVB: cab.

Jim
c.c. L. Farr, City Solicitor's Department

F O R A C T I O N

21(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 April 26
COMM FILE : 3-11.7
DEPT FILE: T103-37
ID#0043D(71)

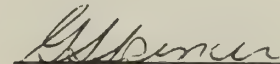
SUBJECT

Banner Display Application
March 20, 1989 to March 27, 1989

RECOMMENDATION

That the "Hamilton District Physiotherapy Association" be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 20, 1989 to March 27, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"NATIONAL PHYSIOTHERAPY WEEK".


J. R. G. Leach
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Hamilton District Physiotherapy Association" requesting permission to display a promotional banner across Main Street, in front of City Hall.

C.B.
CVB: cab.
Encl.

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

21(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 17
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (34)

SUBJECT:

Banner Display Application
July 11, 1988 to July 18, 1988

RECOMMENDATION

That "Creative Arts Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 11, 1988 to July 18, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"STEELER PRESENTS
FESTIVAL OF FRIENDS - AUGUST 5 - 7, 1988"

for R. G. Patrick

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Creative Arts Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

CB
CVB:clc

Encl.

cc: H. Reinhold, Department of Public Works

F O R A C T I O N

21(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 17
COMM FILE: 3-11.7
DEPT FILE: T103-37
I.D. 0043D(41)

SUBJECT

Banner Display Application
April 3, 1989 to April 17, 1989.

RECOMMENDATION

That "Tropical Air Plants Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 3, 1989 to April 17, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Arena Cross - April 15, 1989".

for R. P. Watrud

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Tropical Air Plants Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

cab
CVB: cab.
Encl.

c.c. H. Reinhold, Department of Public Works

21(d)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 May 16
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (35)

SUBJECT:

Banner Display Application
October 30, 1989 to November 6, 1989

RECOMMENDATION

That the "HADASSAH BAZAAR ORGANIZATION" be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 30, 1989 to November 6, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HADASSAH WIZO BAZAAR"
Hamilton Convention Centre - November 6, 1989

for *R. S. Spencer*
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "HADASSAH WIZO BAZAAR" requesting permission to display a promotional banner across Main Street, in front of City Hall.

P ^{CVB}CVB:sm
Encl.

cc: H. Reinhold, Department of Public Works

F O R A C T I O N

21(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 19
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D(38)

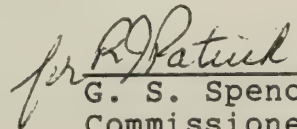
SUBJECT:

Banner Display Applications
July 31, 1989 to August 14, 1989 (2 weeks)
November 20, 1989 to December 4, 1989 (2 weeks)

RECOMMENDATION

That "Creative Arts Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 31, 1989 to August 14, 1989, and from November 20, 1989 to December 4, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

- "(i) Summer Festival of Friends - Gage Park
- (ii) Winter Festival of Friends Craft Show -
 Hamilton Convention Centre"



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00, payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Creative Arts Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

CS
CVB:sm
Encl.

cc: H. Reinhold, Department of Public Works

F O R A C T I O N

21(f)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 May 31
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (63)

SUBJECT

Banner Display Applications

- i) January 9, 1989 to January 16, 1989
- ii) March 27, 1989 to April 3, 1989
- iii) August 28, 1989 to September 4, 1989.

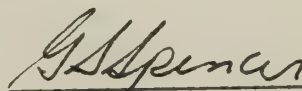
RECOMMENDATION

That the "BIG BROTHERS ASSOCIATION" be permitted to display a promotion banner across Main Street West, in front of City Hall, during the following weeks:

- i) January 9, 1989 to January 16, 1989
- ii) March 27, 1989 to April 3, 1989
- iii) August 28, 1989 to September 4, 1989,

subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"WOMEN AND MEN/BE A BIG BROTHER/VOLUNTEER NOW 525-3860".



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, a fee of \$125.00 per installation, payable to the City of Hamilton, c/o Public Works Department, is required.

Cont'd...

- Page 2 -
May 31, 1988

Cont'd...

BACKGROUND

We have received an application from "Big Brothers Association" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:
CVB:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

21(g)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 May 31
COMM FILE: 3-11.7
DEPT FILE: T103-37
ID#0043D (65)

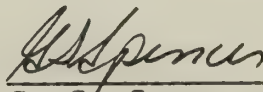
SUBJECT

Banner Display Application
March 6, 1989 to March 13, 1989

RECOMMENDATION

That the "Hamilton-Wentworth Roman Catholic Separate School Board" be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 6, 1989 to March 13, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"HAMILTON-WENTWORTH CATHOLIC
SCHOOLS SCIENCE FAIR".



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Hamilton-Wentworth Roman Catholic Separate School Board" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB: cab.
Encl.

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

22(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

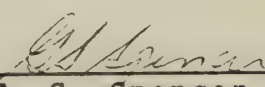
DATE: 1988 June 13
COMM FILE: 3-11.10.2
DEPT FILE: 819-93
ID#0043D(86)

SUBJECT

Proposed Construction of Independent Concrete Sidewalks on Stone Church Road West, east of Upper Paradise Road.

RECOMMENDATION

- (a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk at the following locations be proceeded with as local improvements pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of \$24,500.00 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share (\$9,708.40) and Project No. 88000 - Owner's Share (\$14,791.60):
- i) Stone Church Road West, north side, from Upper Paradise Road to approximately 120m easterly;
 - ii) Stone Church Road West, south side, from Upper Paradise Road to approximately 48m easterly; and,
 - iii) Stone Church Road West, south side, from approximately 193m east of Upper Paradise Road to approximately 38m easterly;
- (b) That the City Treasurer be requested to recommend to the Executive Committee, the amount and source of funds for this Capital Project;
- (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.



G. S. Spencer
Commissioner of Engineering

Cont'd...

- Page 2 -
June 13, 1988

Cont'd...

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1988-1992 Capital Budget.

The estimated cost per metre for an independent concrete sidewalk is \$80.00. The property owners will be charged this rate or the actual cost, whichever is less.

BACKGROUND

The Region will be undertaking the construction and widening of Stone Church Road West between Courtland Avenue and Upper Horning Road during the 1988 construction season. It would be expedient to construct sidewalks on conjunction with the road and curbs to provide a safe walking surface for pedestrians. The location of the proposed work is shown on the attached plan.

RPM: cab.
Encl.

c.c. K. A. Rouff, City Solicitor
E. C. Matthews, City Treasurer
Att: B. Hotrum
G. Lawson, Commissioner of Finance
V. J. Abraham, Director of Local Planning
Att: Ms. C. Floroff
J. Schatz, Secretary, Executive Committee
E. A. Simpson, Clerk, City of Hamilton
D. Onishi, Director of Engineering Services

F O R A C T I O N

22(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

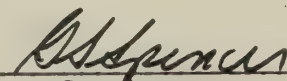
DATE: 1988 June 13
COMM FILE: 3-11.10.2
DEPT FILE: 812-38H
ID#0043D(84)

SUBJECT

Proposed Construction of an Independent Concrete Sidewalk on the East Side of Lake Avenue Between Huckleberry Drive and Delawana Drive.

RECOMMENDATION

- (a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of \$18,600.00 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share (\$1,400.80) and Project No. 88000 - Owner's Share (\$17,199.20);
- (b) That the City Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project;
- (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the 1988-1992 Capital Budget.

Cont'd...

Cont'd...

The estimated cost per metre for an independent concrete sidewalk is \$80.00. The property owners will be charged this rate or the actual cost, whichever is less.

BACKGROUND

On November 10, 1987, City Council, in adopting Item 15 of the 16th Report of your Committee, approved the construction of a 1.5m wide gravel path at the above-noted location. Our previous report advised that the construction of a concrete sidewalk would be initiated during 1988 as a local improvement. The location of the proposed sidewalk is shown on the attached plan.

RPM: cab.
Encl.

c.c. K. A. Rouff, City Solicitor
E. C. Matthews, City Treasurer
Att: B. Hotrum
G. Lawson, Commissioner of Finance
V. J. Abraham, Director of Local Planning
Att: Ms. C. Floroff
J. Schatz, Secretary, Executive Committee
E. A. Simpson, Clerk, City of Hamilton
D. Onishi, Director of Engineering Services

F O R A C T I O N

226d

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 June 13
COMM FILE: 3-11.10.2
DEPT FILE: 801-79H
ID#0043D(82)

SUBJECT

Proposed Construction of Concrete Sidewalks and Curbs on the West Side of Adeline Avenue Between Barton Street and Mahony Avenue.

RECOMMENDATION

- (a) That the Transport and Environment Committee recommend to the Executive Committee that the construction of concrete sidewalks and curbs on the west side of Adeline Avenue between Barton Street and Mahony Avenue be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of \$49,700.00 as provided for in the 1988 portion of the 1988-1992 Capital Budget as Project No. 38000 - City's Share (\$33,811.15) and Project No. 88000 - Owner's Share (\$15,888.85);
- (b) That the City Treasurer be requested to recommend to the Executive Committee, the amount and source of funds to be provided for this Capital Project;
- (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
- (d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.



G. S. Spencer

Commissioner of Engineering

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the 1988-1992 Capital Budget.

Cont'd...

Cont'd...

The estimated cost per metre for the combined walk and curb is \$128.00 and for an independent curb, it is \$59.00. The owners will be charged the appropriate rate per metre or the actual cost, whichever is less.

BACKGROUND

The Public Works Department is proposing the construction of a parking area in Mahony Park to alleviate current parking problems for park users. It would be expedient to construct a sidewalk on the west side of Adeline Avenue from Barton Street to Goggin Avenue and a curb only from Goggin Avenue to Mahony Avenue to provide a safe route to the park for pedestrians. The location of the work is shown on the attached map.

RPM: cab.
Encl.

c.c. K. A. Rouff, City Solicitor
E. C. Matthews, City Treasurer
Att: B. Hotrum
G. Lawson, Commissioner of Finance
V. J. Abraham, Director of Local Planning
Att: Ms. C. Floroff
J. Schatz, Secretary, Executive Committee
E. A. Simpson, Clerk, City of Hamilton
D. Onishi, Director of Engineering Services
K. Lapins, Regional Engineering
J. G. Pavelka, Director of Public Works

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

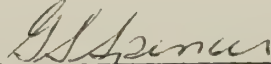
DATE: 1988 June 13
COMM FILE: 3-11.4
DEPT FILE: S718-57
ID#0043D(80)

SUBJECT

Plan of Subdivision for "RUSHDALE MANOR", Hamilton.

RECOMMENDATION

- a) That the submitted schedules for the estimated cost of services in "RUSHDALE MANOR", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered; and,
- c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying for 100% of the services to be installed at an estimated cost of \$16,329.15.

BACKGROUND

Clause 7(b) of the Nineteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 13, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided.


Cont'd...

- Page 2 -
June 13, 1988

Cont'd...

The present owner of these lands is Vince P. DeBernardo. Copies of the Engineer's estimate for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of thirteen (13) lots presently and two (2) future lots for single-family residential use.

 CAU: cab.

24

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

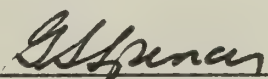
DATE: 1988 June 10
COMM FILE: T101-27
DEPT FILE:
ID#0017D(46)

SUBJECT:

Assumption of road widenings
Grays Road

RECOMMENDATION

That the Ministry of Transportation be advised that the City of Hamilton agrees to accept the transfer of road widenings and a portion of Frances Avenue now held by the Ministry on the east side of Grays Road north of the QEW.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

No cost implications to the City.

BACKGROUND

The Ministry of Transportation has identified lands now held by the Province which had been acquired for the widening of Grays Road north of the QEW and wishes to transfer jurisdiction of these widenings to the City.

ANALYSIS


The widenings and a portion of Frances Avenue shown on the attached sketch were acquired at the time of the construction of the grade separation and have never been transferred to the City.

- page 2 -
June 10, 1988

Assumption of road widenings
Grays Road

Cont'd

This section of Grays Road has been identified by the Region as a possible transfer of jurisdiction from the City to the Region. However, it would be appropriate at this time to accept these widenings such that any transfer in the future would not be complicated by having the Province as a party to the transfer.

 GA:sm

25

FOR ACTION

REPORT TO: TRANSPORT & ENVIRONMENT COMMITTEE

FROM: THE HAMILTON STREET RAILWAY COMPANY DATE: JUNE 7, 1988

COMM FILE:

DEPT. FILE: T-124-18

SUBJECT:

1988 Bus Shelter Program

RECOMMENDATION:

That the Transport And Environment Committee approve the following 40 bus shelter locations for the City of Hamilton. Proper approvals have been obtained from property owners and the proposed shelter locations are now ready for installation.

1988 BUS SHELTER LOCATIONS - CITY OF HAMILTON

<u>Item Number</u>	<u>On Street/At Street</u>	<u>Corner/Side</u>
1	Aberdeen Ave. @ Spruceside Ave.	S/E
2	Barton St. @ Brockley Dr.	N/W
3	Barton St. @ Leinster St.	S/W
4	Birch St. @ Princess St.	S/W
5	Cannon St. @ Ottawa St.	S/W
6	Chatham St. @ Locke St.	S/W
7	Dundurn St. @ Aberdeen Ave.	S/E
8	Dundurn ST. @ Jones ST.	N/W
9	Dundurn St. @ Stanley Ave.	N/E
10	Fennell Ave. @ Ontario Public Health Lab	N/Side
11	Garth St. opp. Glenvale Dr.	E/Side
12	Garth St. @ Limeridge Rd.	S/E
13	Garth St. opp. Mountain Crest Ave.	E/Side
14	Hess St. @ Herkimer St.	S/E
15	Hess St. @ Hunter St.	N/E
16	James St. N. @ Wood St.	N/W
17	King St. E. @ Cochrane Rd.	S/W
18	King St. E. opp. Mt. Albion Rd.	N/Side
19	Limeridge Rd. @ W5th St.	S/W
20	MacNab St. @ Bold St.	S/E
21	Main St. E. @ Gage Ave.	S/E
22	Main St. W. @ Kingsmount St. S.	S/W
23	Mohawk Rd. @ Rice Ave.	S/W
24	Mohawk Rd. @ Up. Wellington Rd.	S/W
25	Nash Rd. @ Queenston Rd.	S/E

<u>Item Number</u>	<u>On Street</u>	<u>Corner/Side</u>
26	Queenston Rd. @ Woodman Dr.	S/E
27	Quigley Rd. opp. Albright Rd.	E/Side
28	Quigley Rd. @ Angus Rd.	E/Side
29	Sanatorium Rd. @ Chedoke Hospital	W/Side
30	Sanatorium Rd. @ Evel Pavillon	W/Side
31	St. Joseph's Dr. @ Mountwood Ave.	S/W
32	Up Ottawa St. @ Stone Church Rd.	N/E
33	Up. Paradise Rd. @ Sanatorium Rd.	S/E
34	Up. Wellington St. @ Fennell Ave.	S/E
35	Up. Wentworth St. @ Fennell Ave.	S/W
36	Up. Wentworth St. @ Mohawk Rd.	N/W
37	Wellington St. @ Rebecca St.	S/W
38	Whitney Ave. @ Emerson St.	S/W
39	Whitney Ave. @ Ewen Rd.	S/W
40	Wilson St. @ John St.	S/W



H. O. Schweinbenz,
Commissioner of Transportation

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the 1988 Shelter Capital Budget.

BACKGROUND:

Each proposed shelter location is evaluated using criteria from the H.S.R.'s official warrant sheet to determine priority listing. The following shelter locations cannot be installed in this year's shelter program due to:

- A) Encroachment agreement difficulties with land owners
- B) Insufficient land to install shelter
- C) On-hold due to redevelopment in area
- D) Low bus stop usage

Items A, C and D will be carried over to next year's shelter program to be re-evaluated.

1988 ON-HOLD AND REJECTED SHELTER REQUESTS

- A) Encroachment agreement not granted by property owner

<u>Item Number</u>	<u>On Street</u>	<u>Corner/Side</u>
1	Ottawa St. S. @ Main St. E.	S/E
2	Main St. W. @ Longwood Rd.	N/E
3	Whitney Ave. @ Rifle Range Rd.	S/W
4	Parkdale @ Melvin Ave.	S/W
5	Barton St. @ Rosslyn St.	N/W
6	King St. E. @ Owen Place	N/E

- B) Insufficient land to install shelter

<u>Item Number</u>	<u>On Street</u>	<u>Corner/Side</u>
1	Main St. W. @ Pearl St.	S/W
2	Main St. W. @ Queen St.	S/Side
3	Main St. W. @ Frid St.	S/W
4	Upper James @ Queensdale Ave.	S/E
5	Gage Ave. opp. Cumberland	E/Side
6	Barton St. @ Parkdale	N/W
7	Queenston opp. Woodman	N/Side
8	Barton St. @ Nash Rd.	S/E

C) On hold to 1989 Program due to construction

<u>Item Number</u>	<u>On Street</u>	<u>Corner/Side</u>
1	Up. Paradise Rd. @ Stone Church Rd.	S/W
2	James St. N. opp. King William St.	W/Side
3	James St. N. @ York St.	S/W
4	John St S. @ Charlton Ave.	S/E
5	Up. Gage Ave. @ Laconder DR.	N/E
6	Up. Wellington St. @ Stone Church Rd.	E/Side

D) Extremely low bus stop usage

<u>Item Number</u>	<u>On Street</u>	<u>Corner/Side</u>
1	Lawrence Rd. @ Rosedale Tennis Club	N/Side
2	MacNab St. @ Robinson St.	S/E
3	Beach Blvd. @ #532	N/Side
4	Mud St. @ Loop	N/Side
5	Industrial Dr. op. Gage Ave.	N/Side

CONCLUSION:

That the 40 bus shelter locations within the City of Hamilton be approved, in order to begin installation of this year's program.



June 13, 1988

DELIVERED BY HAND

Mr. R.C. Prowse,
Secretary,
Transport and Environment Committee,
City Hall,
71 Main Street West,
HAMILTON, Ontario
L8N 3T4

Dear Mr. Prowse:

RE: 1988 BUS SHELTER PROGRAM

Please be advised that the H.S.R.'s 1988 Shelter Program is presently underway. We are requesting approval from the City of Hamilton's Transport and Environment Committee for the installation of 40 new bus shelters, as listed in the attached report.

It would be appreciated that the attached report dated June 7, 1988 appear on the agenda for the June 20, 1988 meeting of the Transport and Environment Committee.

Yours truly,

Vince Mauceri,
Manager,
Marketing & Customer Services

VCM/GK/ja

ATTACHMENT:

FOR ACTION

26

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

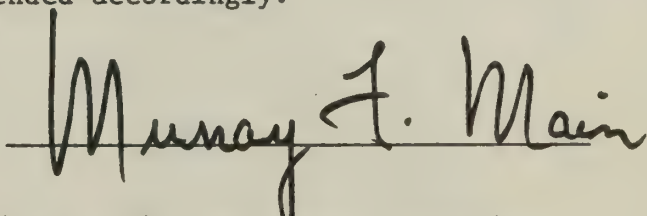
DATE: 1988 April 29
COMM FILE: TEC-80-88
DEPT FILE:

SUBJECT:

Loading regulations in front of Glen Echo Public School, 140 Glen Echo Drive.

RECOMMENDATION

- (a) That the existing "No Stopping" regulation on the west side of Glen Echo Drive between Rainbow Drive and a point 470 feet northerly therefrom be shortened such that the regulation extends to a point 370 feet north of Rainbow Drive; and
- (b) That a "No Parking" regulation be implemented on the west side of Glen Echo Drive commencing at a point 370 feet north of Rainbow Drive and extending to a point 100 feet northerly therefrom; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.



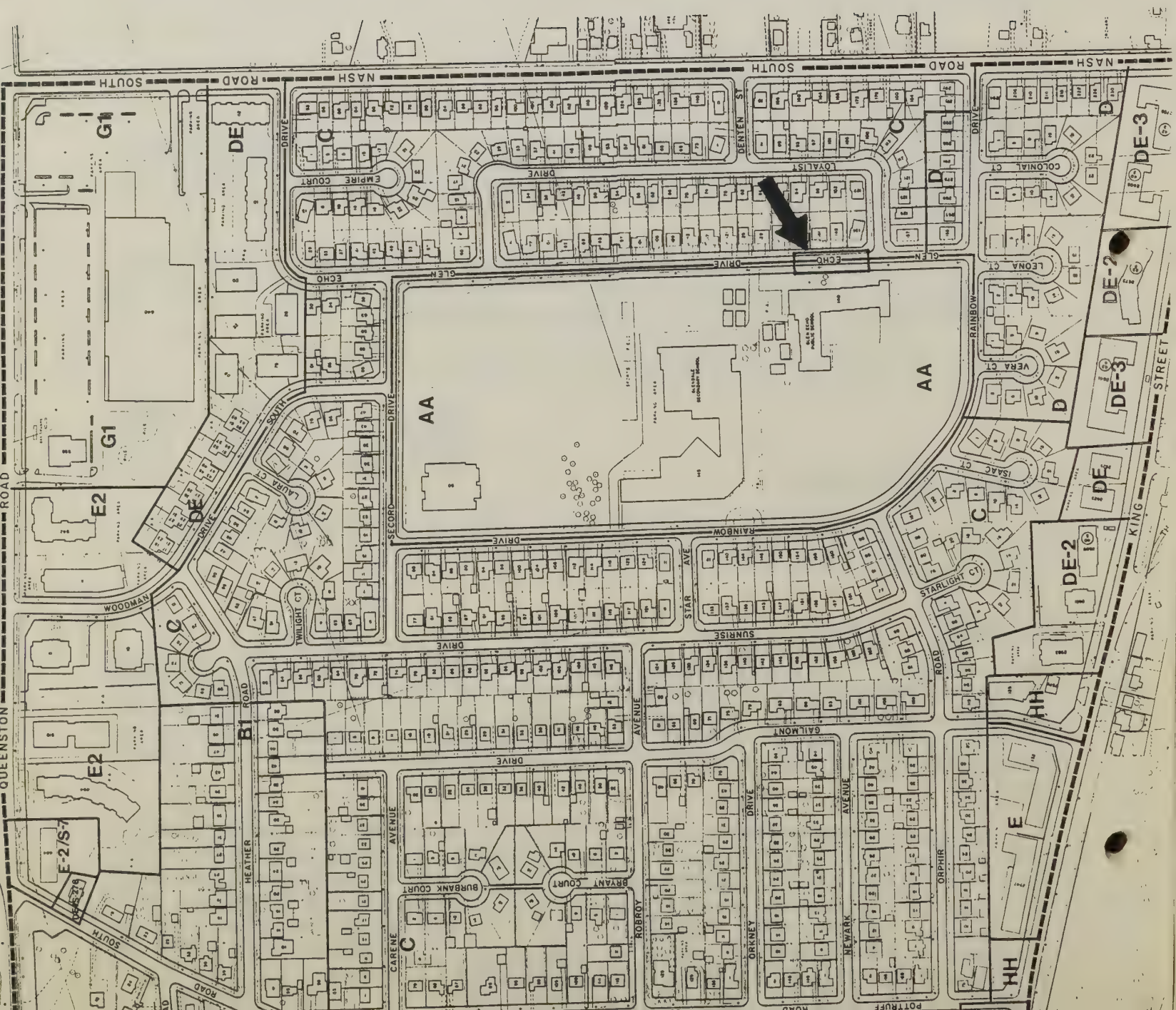
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department Operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

The principal of Glen Echo Public School, 140 Glen Echo Drive, has requested that the regulations on Glen Echo Drive directly in front of the school be changed to allow vehicles, particularly taxis, to stop in front of the school to pick up and drop off special education children. Presently, stopping is prohibited on the west side of Glen Echo directly in front of the school building.

The existing stopping prohibition in front of the school was implemented in 1968 at the request of school officials. However, since the principal of the school has asked that the regulations be changed to allow loading and unloading to occur, the Traffic Department concurs with the request, and recommends that the existing "No Stopping" regulation on the north side of Glen Echo, east of Rainbow, be shortened and that a 100 foot "No Parking" regulation be implemented in front of the main door of the school.



100	85	85
51	32	55
113	132	47

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF H
CORI
ZON

FOR ACTION

27

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

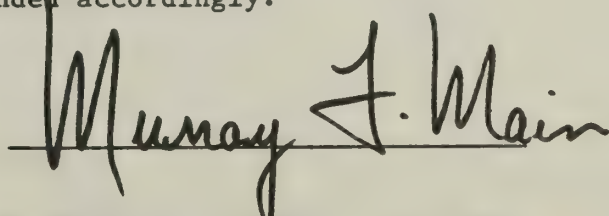
DATE: 1988 May 10
COMM FILE: TEC-97-88
DEPT FILE:

SUBJECT:

South side of Clinton Street, east of Ruth Street - Wheelchair Loading Zone.

RECOMMENDATION

- (a) That a "No Stopping, Wheelchair Loading Only" regulation be implemented on the south side of Clinton Street commencing at a point 53 feet east of Ruth Street and extending to a point 32 feet easterly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

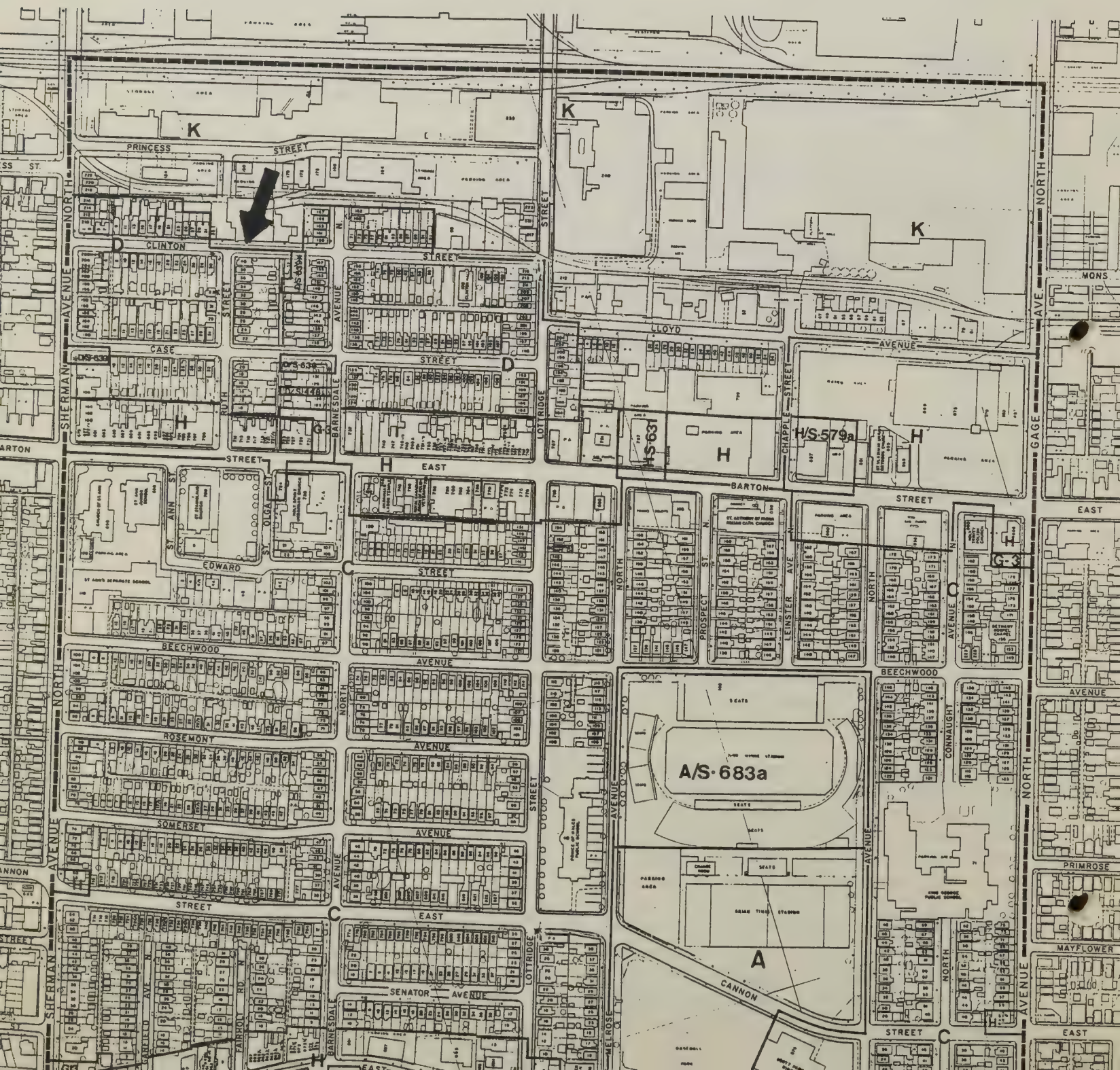
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs at this location.

BACKGROUND

The resident at no. 40 Ruth Street has requested that a wheelchair loading zone be implemented on the south side of Clinton adjacent to her home, in order to allow special buses to load and unload her child who is confined to a wheelchair.

Presently, there is an "Alternate Side Parking" regulation on Clinton Street in this area such that parking is prohibited adjacent to the applicant's home during the winter months and from the 1st to 15th of each month, April to November. However, in order to reserve an area for loading and unloading adjacent to this property during other times, the Traffic Department concurs with the request for a wheelchair loading zone.

The requested regulation will result in a loss of approximately two on-street spaces during the last two weeks of each month from April to November. However, periodic observations have revealed that Clinton Street is not generally heavily parked in this area, and therefore, the requested regulation should not create any parking problems for other area residents.



FOR ACTION

28

REPORT TO:

R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE:

1988 May 19

COMM FILE:

TEC-105-88

DEPT FILE:

SUBJECT:

Membership in the Ontario Traffic Conference.

RECOMMENDATION

- (a) That the Director of Traffic Services and the Manager of Operations be appointed as members of the Ontario Traffic Conference;
- (b) That two members of the Transport and Environment Committee be appointed as members of the Ontario Traffic Conference.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

Murray F. Main

BACKGROUND

The Ontario Traffic Conference is "an association for the improvement of traffic conditions and traffic safety in the Municipalities of Ontario. The membership fees are paid annually by the Regional Municipality of Hamilton-Wentworth, and each individual municipality within the Region is entitled to designate two elected officials, two members of a Police force and two staff members, who have voting privileges at the Annual General Conference.

The City has been asked to reconfirm the City's membership. The two members of the Regional Police Department have already been designated by the Region. Therefore, in addition to the two staff members, it would be appropriate for the committee to designate two committee members to this organization. The two present staff members are the Director of Traffic Services and the Manager of Operations of the Traffic Department. The present elected official members are the Chairman of the Transport and Environment Committee and his nominee.

FOR ACTION

29

REPORT TO:

R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICE

DATE:

1988 May 20

COMM FILE:

TEC-106-88

DEPT FILE:

SUBJECT:

Consolidation of Schedule 22 (Hamilton Street Railway Bus Routes) of Bylaw 66-100 To Regulate Traffic.

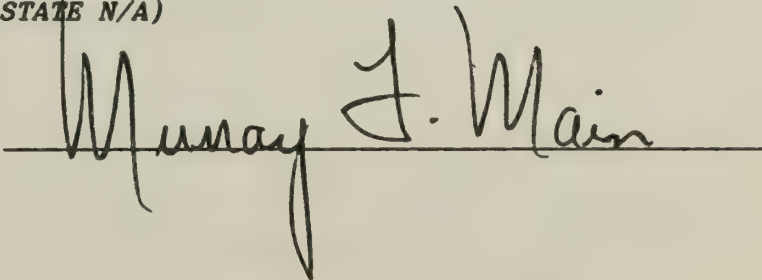
RECOMMENDATION

That:

- (a) Schedule 22 (Hamilton Street Railway Bus Routes) of the City Bylaw 66-100 be consolidated; and
- (b) That the City Traffic Bylaw be amended accordingly.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

Murray F. Main

BACKGROUND

Schedule 22 of the City Traffic Bylaw describes the street sections on which buses operate and the direction of travel for each H.S.R. bus route. However, this method of identifying bus routes has become administratively unmanageable. For instance, King Street, on which several bus routes operate, is listed in the bus route schedule several times, once for each route which operates on the street. Over the years, changes to bus route names, route changes, etc., by the H.S.R. has left the Bylaw schedule in a state of disarray.

After discussing the matter with an H.S.R. representative, it has been concluded that a more manageable way to keep a record in the Bylaw of streets on which H.S.R. buses operate, would be to merely list each street section which is designated as a bus route once, rather than specifying each street several times in the schedule under each individual bus route name.

An amendment to Bylaw 66-100 to consolidate this schedule would result in no changes to bus routes or H.S.R. operations, but would merely be a clerical change in the Traffic Bylaw which would make it more administratively manageable. Also, some of the streets which are designated as bus routes, but where H.S.R. buses no longer operate, will be deleted from the schedule.

FOR ACTION

30 (a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

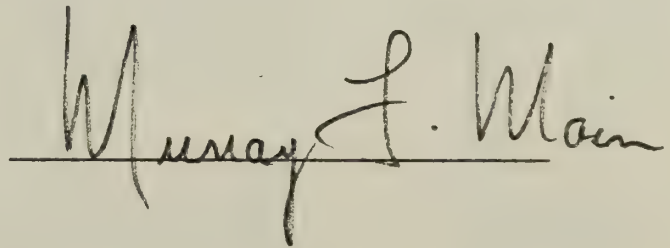
DATE: 1988 May 02
COMM FILE: TEC-88-88
DEPT FILE: 3-9.8

SUBJECT:

Neighbourhood Watch Program for the North End East Neighbourhood.

RECOMMENDATION

- a) That the North End East neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch Signs for the North End East neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary finds be charged to account No. 0345-0560 (Neighbourhood Watch Program).


Murray F. Main

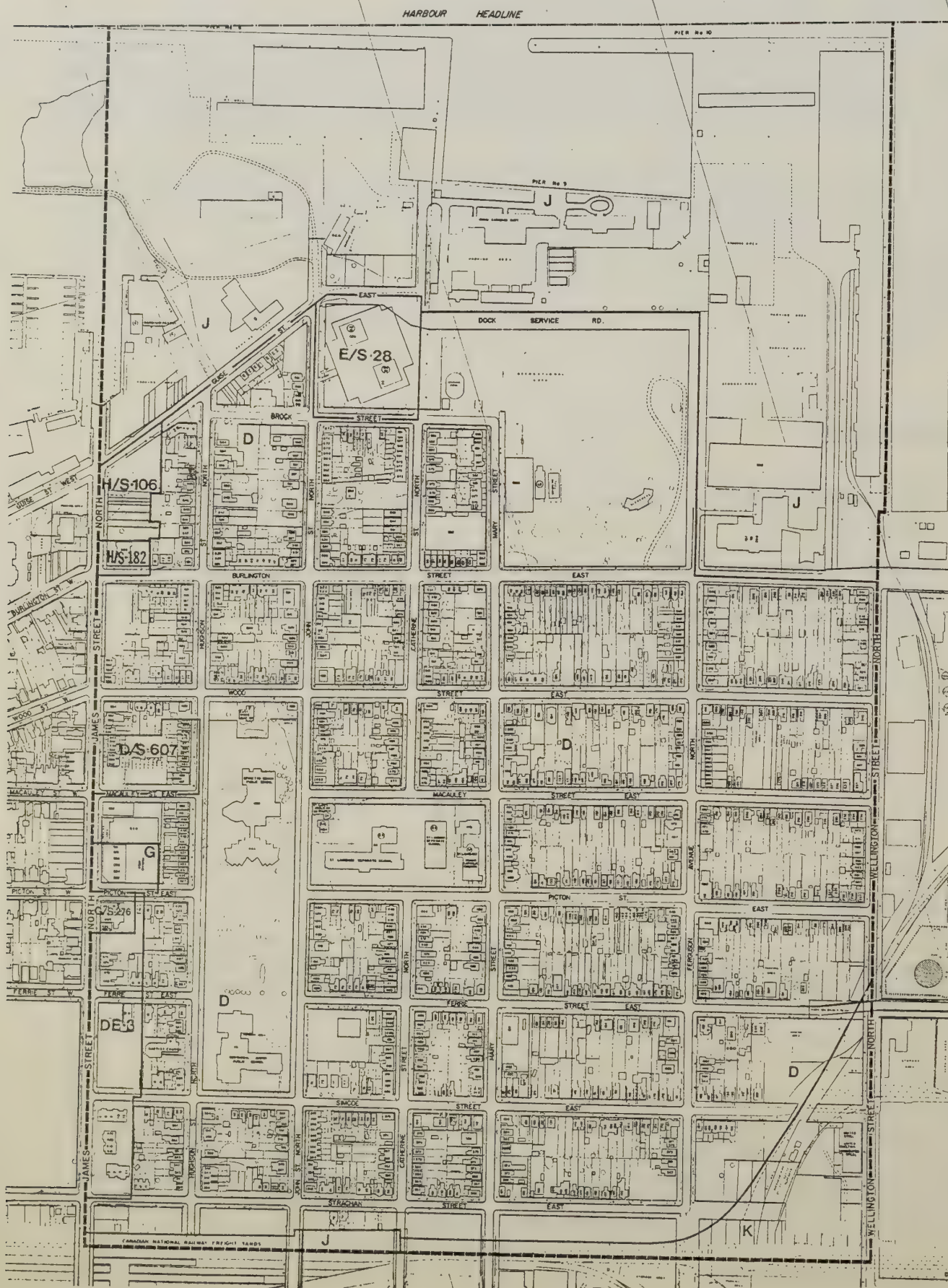
FINANCIAL IMPLICATIONS

The estimated cost for the signs is \$1,100.00 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch account would then be approximately \$2,900.00.

BACKGROUND

The Regional Police Department has confirmed that the North End East Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.

North End East Neighbourhood



FOR ACTION

30(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 May 04
COMM FILE: TEC-91-88
DEPT FILE: 3-9.8

SUBJECT:

Neighbourhood Watch Signs for the City of Hamilton.

RECOMMENDATION

That the City Council adopt the sign appended hereto as attachment A as the official neighbourhood watch sign for the City of Hamilton; and

That the new official neighbourhood watch sign for Hamilton be manufactured and erected in new neighbourhood watch areas and that the old neighbourhood watch signs be replaced on a maintenance basis.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Sufficient funds have been provided in 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the new neighbourhood watch signs in Hamilton.

BACKGROUND

The Traffic Department has received a request from the Community Services Section of the Hamilton-Wentworth Regional Police Department that the City of Hamilton consider using the neighbourhood watch signs adopted as a standard by the Ministry of Transportation.

The present sign which is used in Hamilton, shown in attachment B to this report, is a variation of the Ministry sign, and was adopted as the official neighbourhood watch sign for the City of Hamilton by the City Council on 1984 May 29. The sign was endorsed by the Regional Police Department and Neighbourhood Watch Committee representatives prior to being approved for use in Hamilton. In an effort to standardize neighbourhood watch signing through-

Murray F. Main

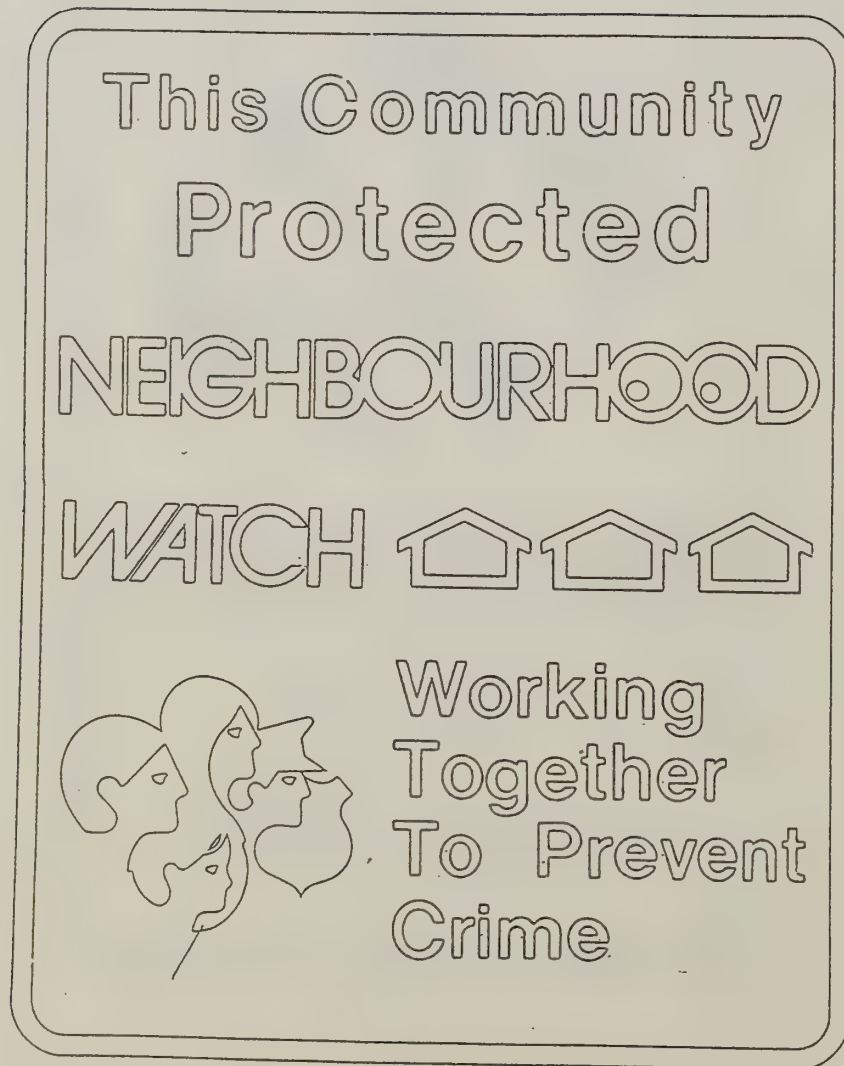
out the Province, the sign which has been adopted by the Ministry is the only sign which may be erected on King's Highways at the entrance to each Municipality.

The Traffic Department concurs with the request of the Regional Police and recommends that the sign illustrated in attachment A to this report be adopted as the official neighbourhood watch sign for the City of Hamilton. If approved, the Traffic Department would propose to manufacture and erect the new sign in new neighbourhoods approved for neighbourhood watch, and to replace the old neighbourhood watch signs on a maintenance basis.



(60 x 90) cm

PROPOSED



EXISTING

FOR ACTION

31 (a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

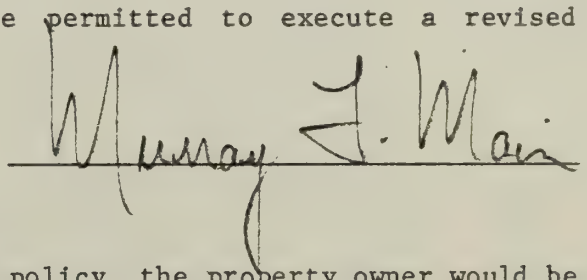
DATE: 1988 May 10
COMM FILE: TEC-96-88
DEPT FILE:

SUBJECT:

No. 55 West Avenue South - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 191398 C.D. to the property at no. 55 West Avenue South be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.



FINANCIAL IMPLICATIONS

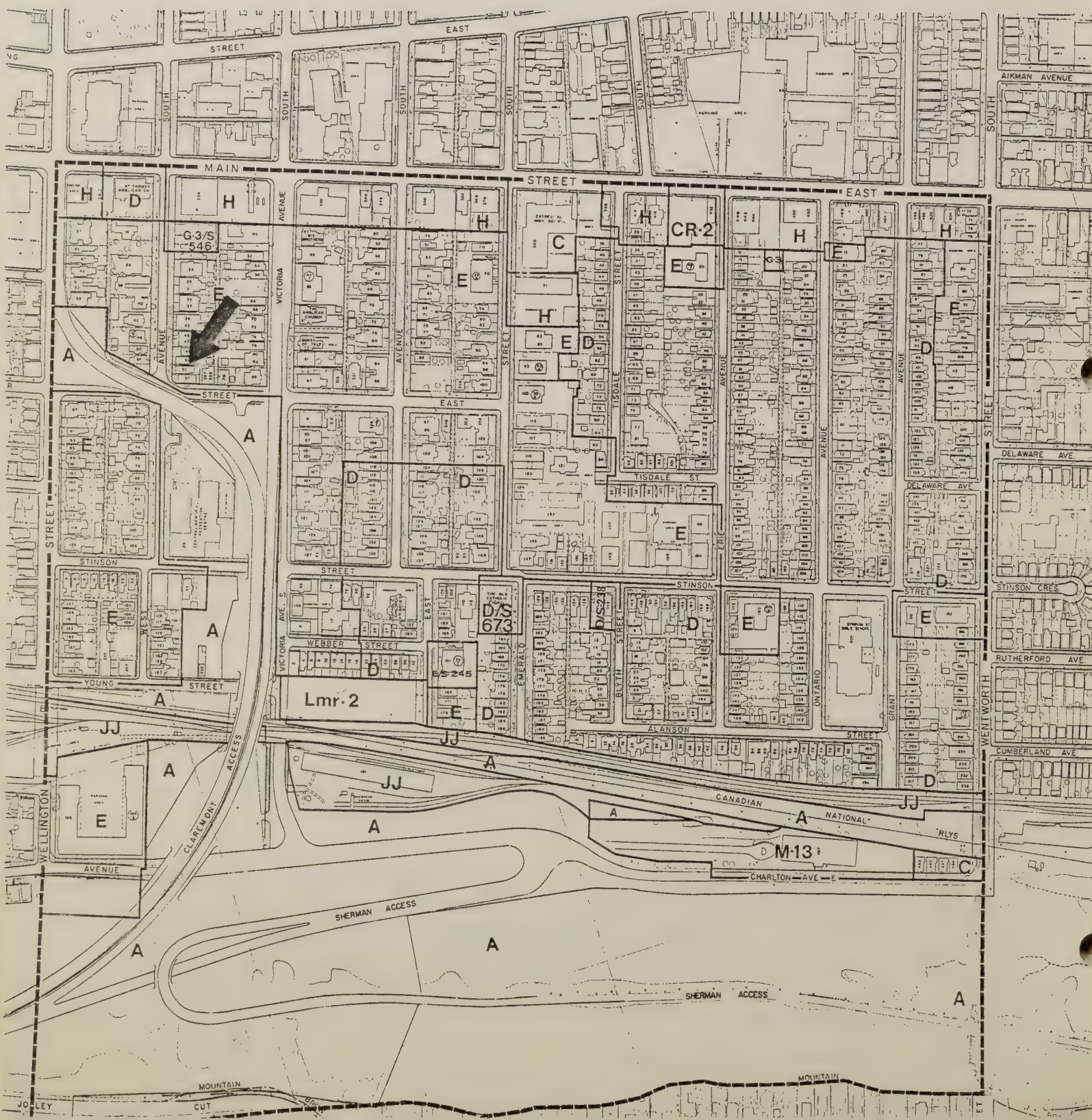
In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

BACKGROUND

In 1981, the Traffic Department approved an application by the owner of the property at no. 55 West Avenue South to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1981 July 08.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

cc: Mr. K. A. Rouff, City Solicitor



FOR ACTION

31(b)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

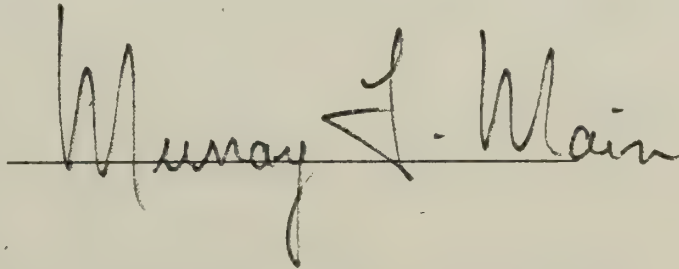
FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 10
COMM FILE: TEC-110-88
DEPT FILE: 3-9.5

SUBJECT:
No. 288 Homewood Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION

- (a) That the existing residential boulevard parking agreement between the City and James Raymond Richards and Johanne Poulin, registered as Instrument No. 453039 C.D. to the property at no. 288 Homewood Avenue be discharged, at the property owners expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the City Treasurer be directed to revise the billing records accordingly.



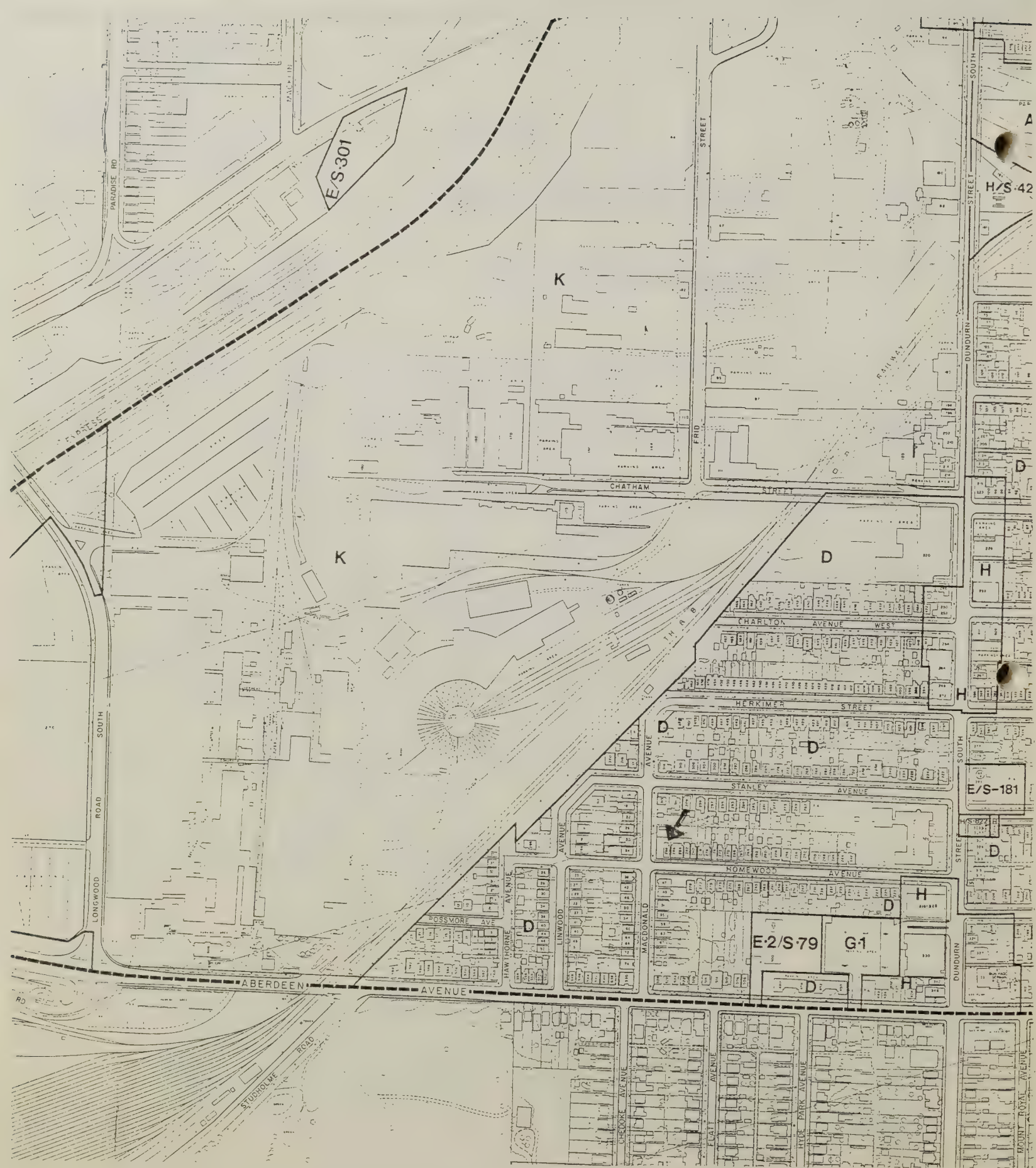
FINANCIAL IMPLICATIONS

N/A

BACKGROUND

In September, 1987, the Traffic Department approved an application by the former owner of the property at no. 288 Homewood Avenue to allow one vehicle to be parked partially on the City boulevard and partially on the private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1988 April 20. However, the approach ramp and parking space were never installed.

This property has since been sold, and the new owner has written to the Traffic Department and requested that the agreement be discharged and that he be permitted to install a driveway entirely on the private property at the side of the building. The Traffic Department concurs with this request. There is sufficient space to allow the installation of a driveway at the side of the property off of MacDonald Avenue.



FOR ACTION

32(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

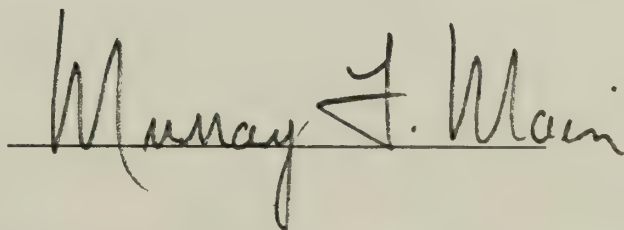
DATE: 1988 April 26
COMM FILE: TEC-84-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Haddon Avenue and Marion Avenue - Intersection Control.

RECOMMENDATION

- a) That eastbound traffic on Haddon Avenue be required to stop for northbound and southbound traffic on Marion Avenue; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



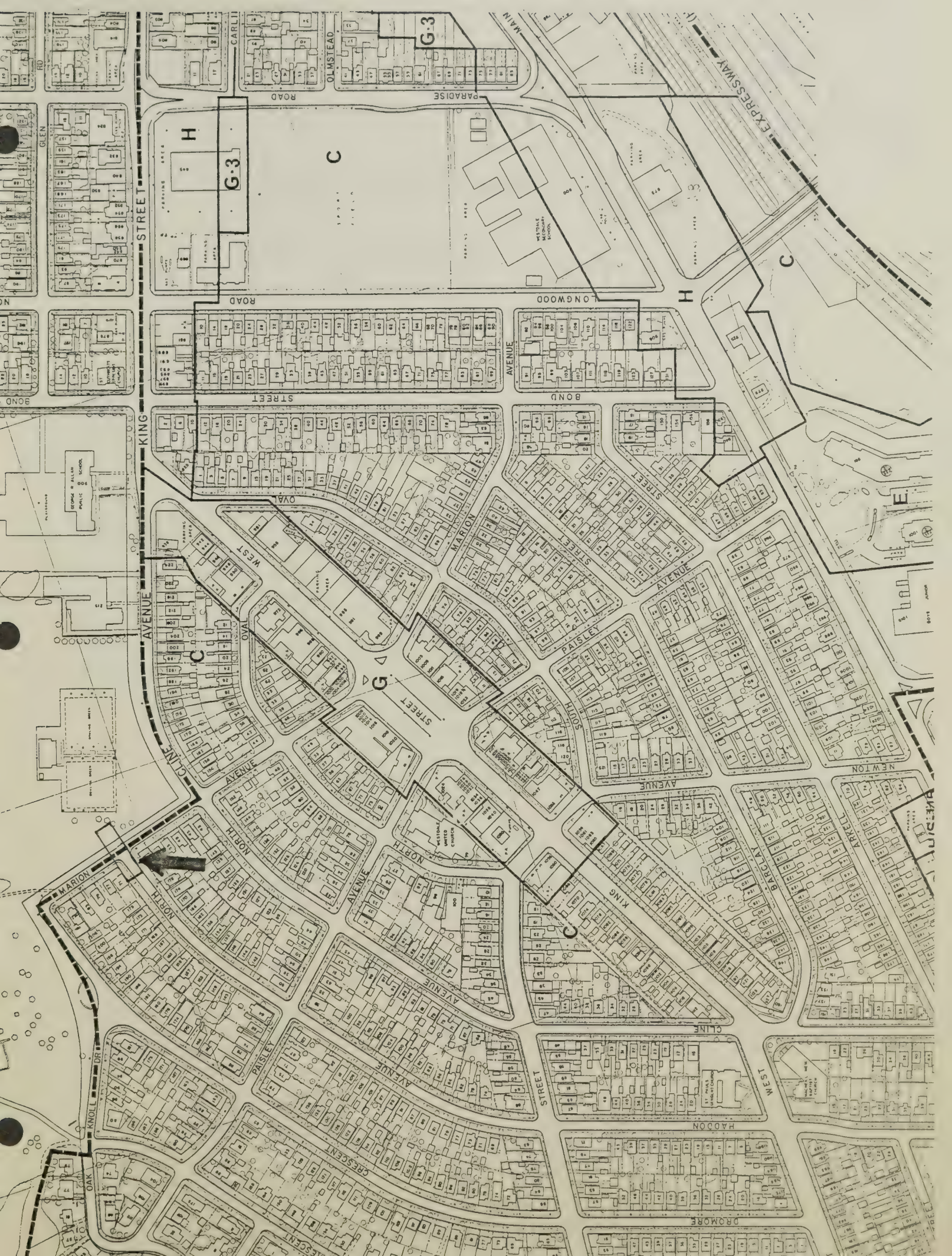
FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND

An area resident has requested that stop control be implemented at the intersection of Haddon Avenue and Marion Avenue. The subject intersection is "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in the past five years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that eastbound traffic on Haddon would be required to stop for northbound and southbound traffic on Marion. Therefore, the Traffic Department concurs with this request.



FOR ACTION

32(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

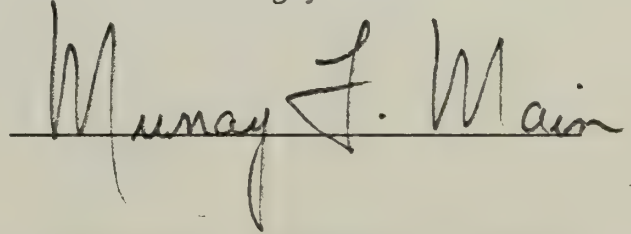
DATE: 1988 May 04
COMM FILETEC-94-88
DEPT FILES-9.4

SUBJECT:

Intersections of Rockland Avenue and Templemead Drive and Lowcrest Avenue and Templemead Drive - Intersection Control

RECOMMENDATION

- (a) That a stop sign be erected to require that southbound traffic on Lowcrest Avenue be required to stop for eastbound and westbound traffic on Templemead Drive; and
- (b) That a stop sign be erected to require that northbound traffic on Rockland Avenue be required to stop for eastbound and westbound traffic on Templemead Drive; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

Alderman John Smith has received a request that stop signs be erected at the intersections of Rockland and Templemead and Lowcrest and Templemead. The subject intersections are "T" shaped intersections, and presently, there are no intersection control signs.

These streets were recently constructed, and therefore, there is no documented accident problem. Notwithstanding, the Traffic Department would not object to the erection of stop signs to require that southbound traffic on Lowcrest and northbound traffic on Rockland be required to stop for eastbound and westbound traffic on Templemead.

ARN

CELAC
CT.

TUDO

HOMEX
PL.

INDEPENDENCE DR.

TEMPL-
EMEAD DR.

UNBRIDGE CRES.

TORLAKE ST.

SILVERTON
DR.

UPPER

UNSWOR

MOUNT PLEASANT
DRIVE

NINA
CT.

IRONWOOD CRESC.

LOWCREST
AVE.

TEMPLEMEAD DR.

EVEREST ST.

ROCKLAND
AVE.

LOT 5

6

RY

FOR ACTION

32(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

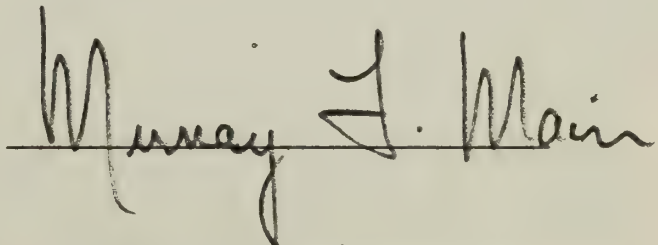
DATE: 1988 May 17
COMM FILE: TEC-102-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of King William and Emerald Streets - Intersection Control.

RECOMMENDATION

- a) That four-way stop control be implemented at the intersection of King William and Emerald Streets; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

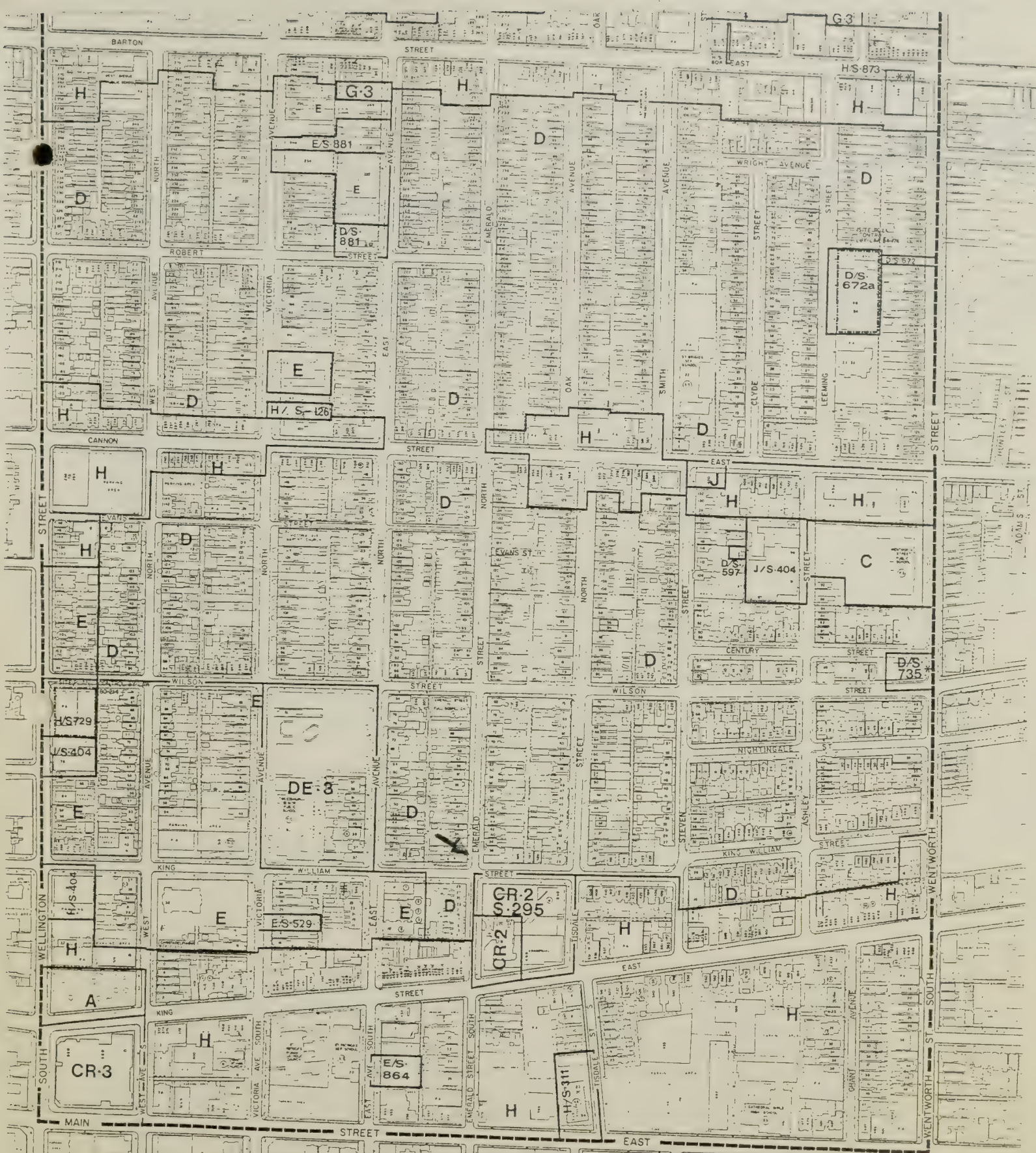
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND

Alderman Pat Valeriano recently forwarded to the Traffic Department a petition signed by 35 area residents requesting that four-way stop control be implemented at the intersection of King William and Emerald.

Presently, eastbound and westbound traffic on King William is required to stop for northbound and southbound traffic on Emerald. In 1986, left hand stop signs, delineators and pavement markings were implemented because of a problem with drivers in the eastbound direction failing to observe the stop signs. Notwithstanding, the intersection has averaged approximately six accidents per year during the past three years, and therefore, this intersection meets at least one of the criteria for all-direction stop control. This poor record is the result of the proximity of the traffic signal at Victoria and King William to the intersection.

Prior to 1971 when northbound and southbound traffic on Emerald was required to stop at King William, there was a documented accident problem related to southbound motorists on Emerald failing to stop for the stop sign on King William because of a conflict with the traffic signal at King street. Therefore, it is very speculative whether the implementation of four-way stop control will control the problem of motorists disobeying the intersection control, and it is probable that these stop sign violations will continue to occur in both the north-south and the east-west directions. However, because of the relatively poor accident record, the Traffic Department concurs with the request for four-way stop control on an experimental basis. Following the implementation of the additional stop signs, the Traffic Department proposes to closely monitor the collision rate at the intersection. In the event that such a problem reoccurs, it might be necessary to again revise the intersection control.



106	69	70
10	95	48
31	125	124

CITY OF HAMILTON

LANDSDALE

FOR ACTION

32(d)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

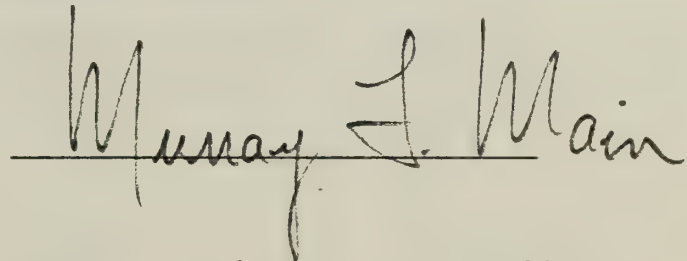
DATE: 1988 June 10
COMM FILE: TEC-109-88
DEPT FILE: 3-9.5

SUBJECT:

Intersection of Park Plaza Drive and Parkwood Crescent - Intersection Control.

RECOMMENDATION

That no action be taken on the request for three-way stop control at the intersection of Park Plaza Drive and Parkwood Crescent.



FINANCIAL IMPLICATIONS

The erection of stop signs on Parkwood Crescent at Park Plaza Drive would result in increased motor vehicle operating costs, in the order of \$10,000 per year.

BACKGROUND

The Traffic Department recently received a letter from Mr. Roger Petro, 23 Park Plaza Drive, requesting that three-way stop control be implemented at the intersection of Park Plaza and Parkwood to control the speed of traffic. An investigation was conducted and Mr. Petro was informed that the Traffic Department did not support his request. However, Alderman Henry Merling has asked that this matter be forwarded to the Committee for consideration. Therefore, the Traffic Department has the following report:

Presently, westbound traffic on Park Plaza is required to stop for northbound and southbound traffic on Parkwood, and Traffic Department records indicate that this intersection is operating safely, since there have never been any reported accidents at this location since the streets were constructed.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign, and the Traffic Department has found the violation

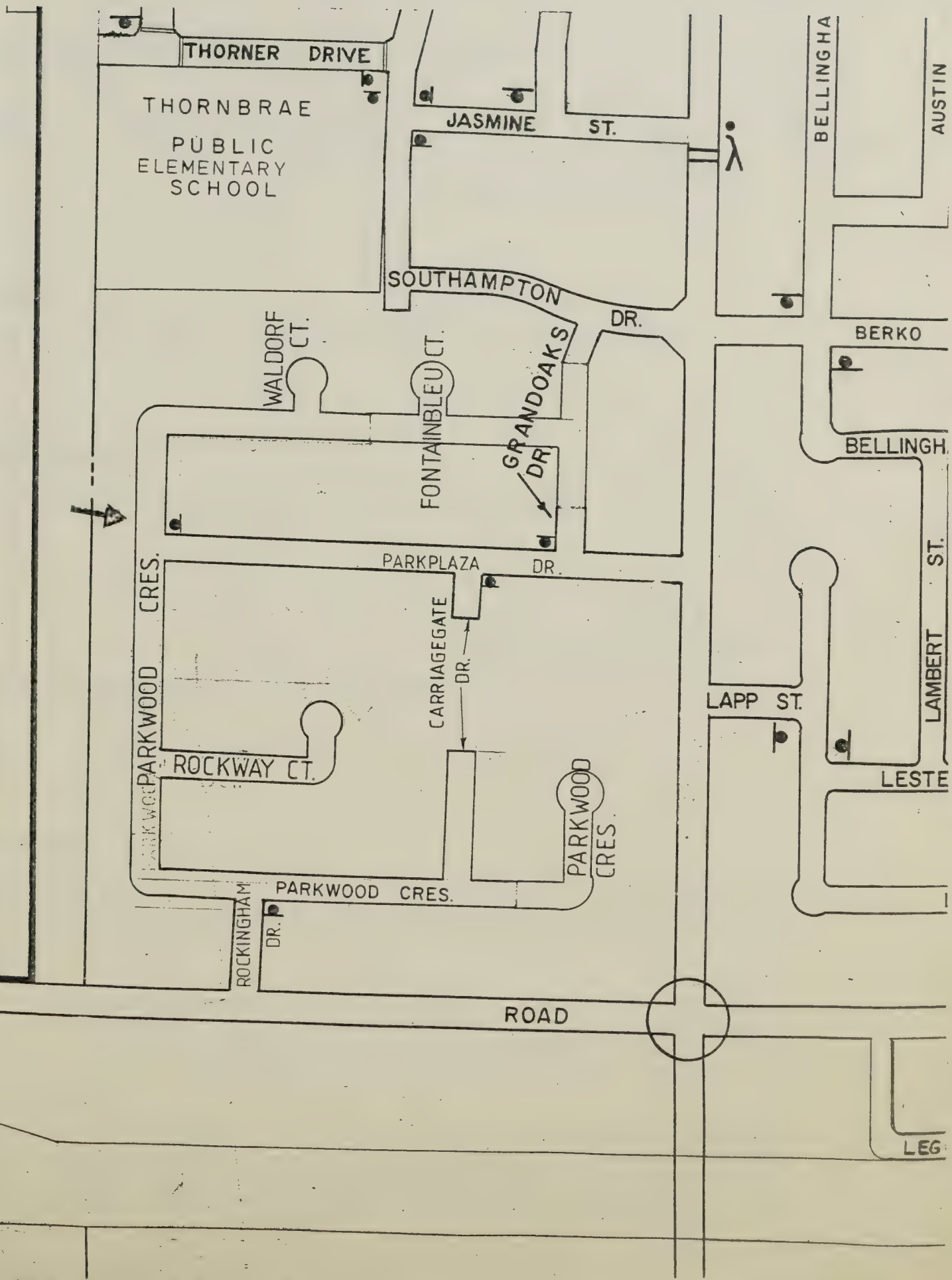
rate to be relatively high. Because of the proximity to the 90° turn in the roadway north of Park Plaza, this intersection might experience an even higher rate of violation since visibility of the stop signs might be limited. Thus, the erection of stop signs on Parkwood at Park Plaza could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

Research has shown that the stop sign is not effective as a speed control device, and that the area of influence is only approximately 100 feet each way from the intersection. It has been documented that some motorists who are required to stop for what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

The Traffic Department uses certain criteria to determine when all direction stop control should be implemented because of the large number of requests for this type of device. These criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above noted reasons, the Traffic Department cannot support the request for three way stop control at the intersection of Park Plaza and Parkwood at this time.

GE



FOR ACTION

32(e)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

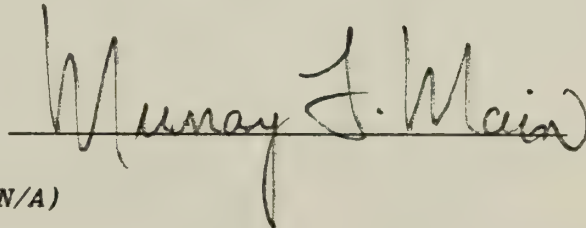
DATE: 1988 June 15
COMM FILE: TEC-113-88
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Rowntree and Ramsden Drive - Intersection Control.

RECOMMENDATION

That no action be taken on the request to switch the direction of stop control at the intersection of Rowntree and Ramsden.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

Alderman Henry Merling has asked the Traffic Department to investigate the possibility of switching the direction of stop control at the intersection of Rowntree and Ramsden Drives in order to provide an additional stop location on Rowntree Drive. The Traffic Department has the following report:

The intersection of Rowntree and Ramsden is a "T" shaped intersection, and presently, northbound traffic on Ramsden is required to stop for eastbound and westbound traffic on Rowntree. This intersection is operating safely under the present control, since there have been no reported accidents at this location since these streets were constructed.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for a stop sign, and the violation rate has been found to be relatively high.

Thus, the erection of stop signs on Rowntree at Ramsden could lead to a more serious condition. Pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop signs.

For the above noted reasons, the Traffic Department cannot support the request for switching the direction of stop control at Rowntree and Ramsden.

BRIDGE

ROCK

ROAD



BARBARA CT.

PRINCIP

SHERMAN

ROWNTREE DRIVE

RAWLINGS AVE.

ROSS AVE.

ROWNTREE

RAMSDEN

RAMSDEN

DRIVE

ROWNTREE REGAL DR.

DRIVE

RUSHDALE DRIVE

RICARDO CT.

RUBY STREET

RUSHDALE DR.

MARK AVE.

CHARING DR.

MARK PL.

ENEMAR CT.

ESANTIS CT.

FOR ACTION

32(F)

REPORT TO:

R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE:

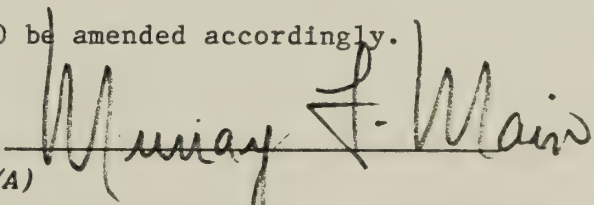
1988 June 16
COMM FILE:
DEPT FILE: TEC-118-88

SUBJECT:

Intersection of Grandoaks Drive and Southampton Drive - Intersection Control.

RECOMMENDATION

- (a) That northbound traffic on Grandoaks Drive be required to stop eastbound and westbound traffic on Southampton Drive; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign .

BACKGROUND

Alderman Henry Merling has requested that stop control be implemented at the intersection of Grandoaks Drive and Southampton Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this location since it was constructed approximately one year ago. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that northbound traffic on Grandoaks would be required to stop for eastbound and westbound traffic on Southampton. Therefore, the Traffic Department concurs with this request.

FOR ACTION

33(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 May 05
COMM FILE: TEC-93-88
DEPT FILE: 3-9.6

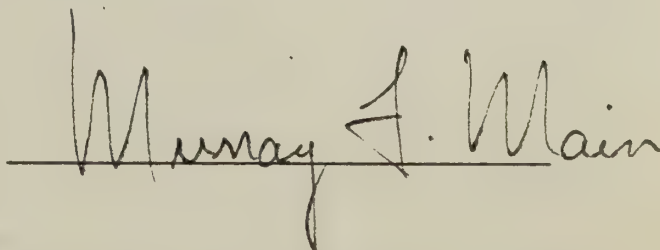
SUBJECT:

Stinson Street at Victoria Avenue, Erie Avenue and Emerald Street - Request for School Traffic Officers.

RECOMMENDATION

In accordance with the recommendations of the Hamilton-Wentworth Regional Police Department,

- a) School Traffic Officers not be assigned to the intersections of Victoria Avenue and Stinson Street, and Erie Avenue and Stinson Street, at this time; and
- b) That a School Traffic Officer be assigned to the Intersection of Emerald Street and Stinson Street; and
- c) That the Finance Committee be requested to recommend a method of financing \$3,350.00 to cover the cost of assigning a School Traffic Officer to the intersection of Emerald Street and Stinson Street for the remainder of 1988.


Murray F. Main

FINANCIAL IMPLICATIONS

The Regional Police have advised that the present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is \$5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

As a result of requests by the St. Patrick's Parents Council for various traffic control devices in the area, the Traffic Department was directed to investigate the possibility of assigning School Traffic Officers to Stinson Street at Victoria, Erie and Emerald. In accordance with approved procedure, these requests were forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at these locations and observed the following:

- Intersection of Erie Avenue and Stinson Street.

Studies were conducted at this location on 1988 March 29. The Regional Police observed that presently a School Traffic Officer is assigned to the intersection of Ontario and Stinson, one block to the east, and there is no reason for children from Stinson Street School to cross Stinson at Erie. The Regional Police also observed that during the study, only 17 children crossed Stinson at Erie and all these children crossed safely with the four-way stop at this intersection. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Stinson and Erie.

Traffic Department records indicate that this intersection has averaged only one motor vehicle collision per year in the past seven years, and the only pedestrian collision reported during this time involved a seven year old who was playing in a snowbank and who slid into the intersection, into the path of an on-coming motorist. Therefore, it is concluded that the intersection is operating safely and the Traffic Department concurs with the recommendation of the Regional Police Department.

- Intersection of Victoria Avenue and Stinson Street.

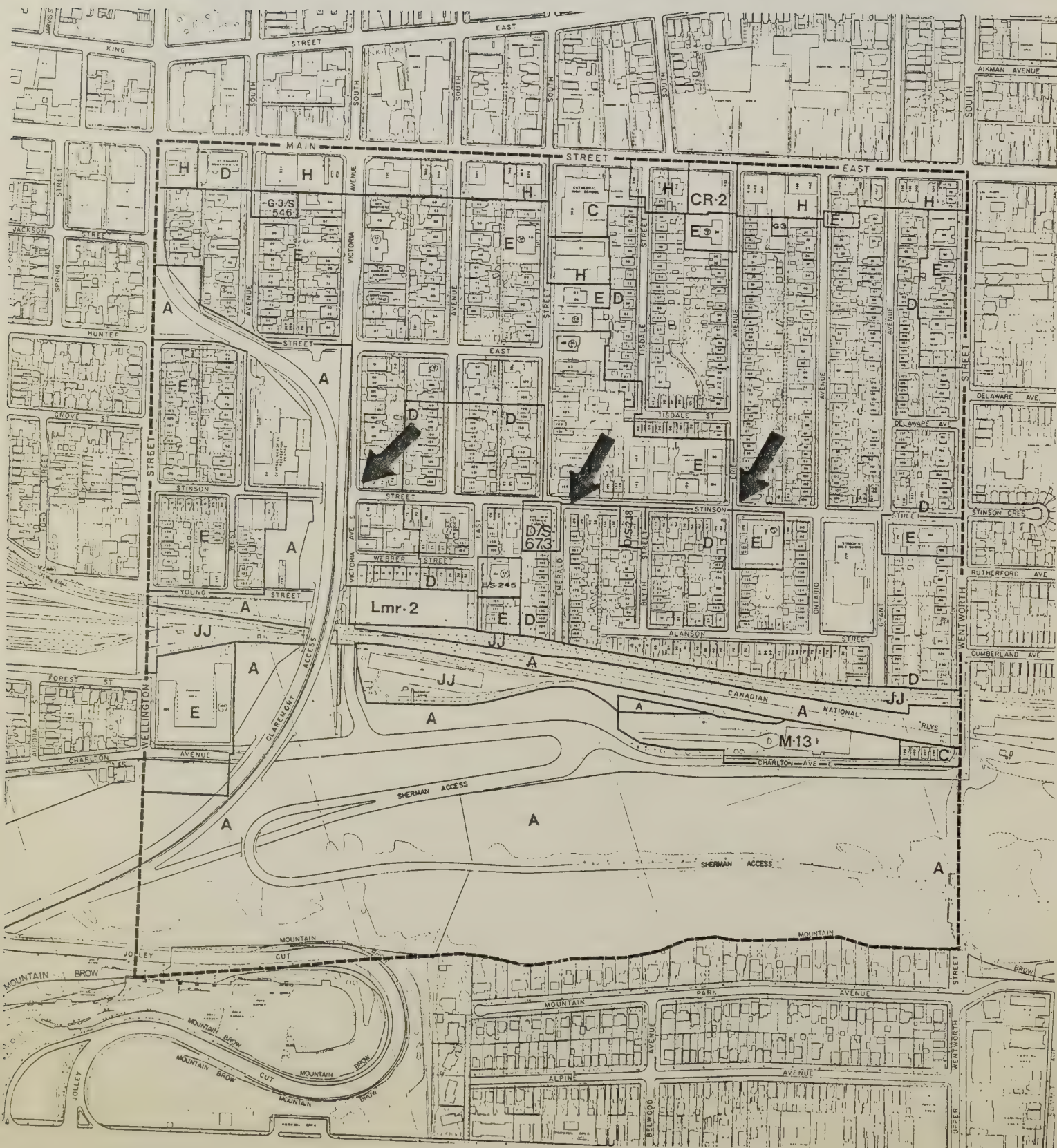
Studies were conducted at this location on 1988 March 02. The Regional Police observed that five children crossed Victoria and four children crossed Stinson during the morning crossing period and that in the evening crossing period, four children crossed Stinson while seven students crossed Victoria. Only one child was observed to cross at this intersection during the lunch hour crossing period. The Regional Police observed that the children who crossed at this location crossed safely with the present three-way stop control. Presently, there is a School Traffic Officer assigned to the intersection of Wellington and Stinson, two blocks to the west of the subject intersection. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Victoria Avenue and Stinson Street.

Records indicate that this intersection has averaged only 1.7 collisions per year during the past seven years, and none of the three reported pedestrian collisions involved primary school children. Thus, the intersection is operating safely and the Traffic Department concurs with the recommendation of the Regional Police.

- Intersection of Emerald Street and Stinson Street.

Studies were conducted at this location on 1988 April 7 and 8. The Regional Police observed that there were no regular safe gaps in traffic at the intersection. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to the intersection of Emerald and Stinson.

The Traffic Department concurs with this recommendation.



FOR ACTION

336

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

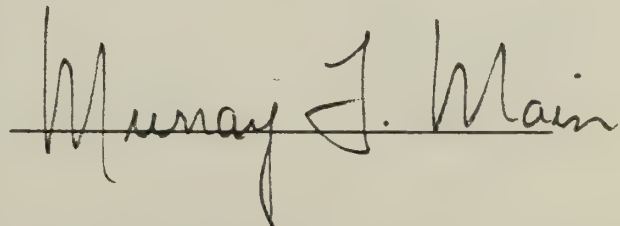
DATE: 1988 May 04
COMM FILE: TEC-95-88
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Britannia Avenue and McLaren Avenue - Request for School Traffic Officer.

RECOMMENDATION

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Britannia Avenue and McLaren Avenue for the morning and evening crossing periods only; and,
- b) That the Finance Committee be requested to recommend a method of financing the sum of \$2,700.00, to cover the cost of assigning a School Traffic Officer to the intersection of Britannia and McLaren for the remainder of 1988.



FINANCIAL IMPLICATIONS

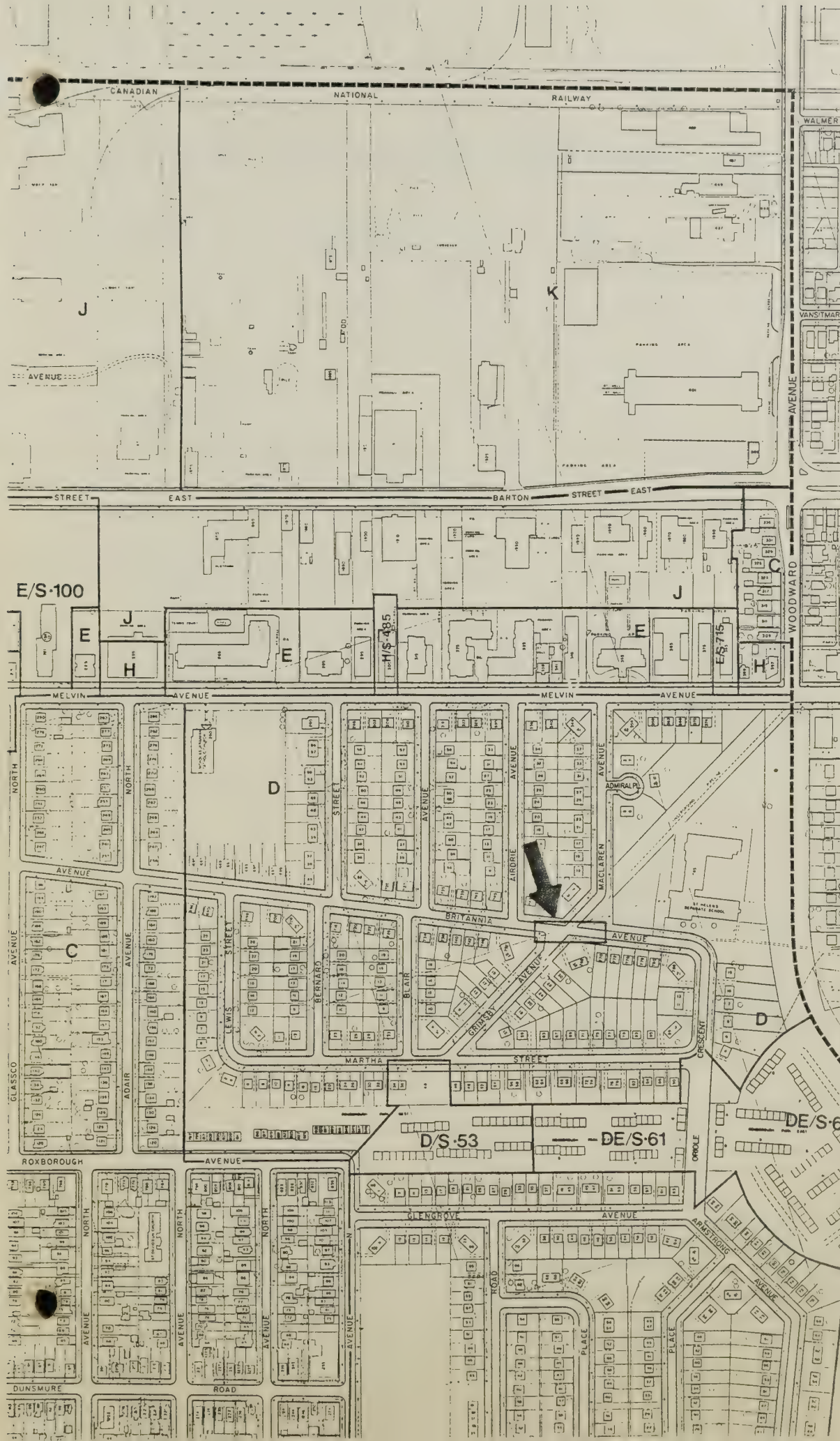
The Regional Police have advised that the cost of assigning a School Traffic Officer for the morning and evening crossing periods for the remainder of 1988 is approximately \$2,700.00 and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

Alderman G. Copps has advised of a request that a School Traffic Officer be assigned to the intersection of Britannia and McLaren. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location under normal school crossing conditions on 1988 February 23rd, and observed that during the morning and evening crossing periods, a large number of young children had problems crossing because of the volume of turning traffic. During the lunch hour crossing period, there were adequate safe gaps in traffic and 29 children crossed the intersection without any problems. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to the intersection of Britannia and McLaren during the morning and evening crossing periods only.

Traffic Department records indicate that there has not been a reported motor vehicle collision at this intersection in at least the last six years. However, based on the findings of the Regional Police Department, the Traffic Department concurs with the recommendation.



FOR ACTION

34(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

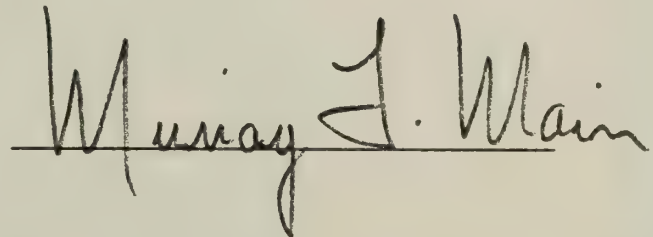
DATE: 1988 May 02
COMM FILE: TEC-76-88
DEPT FILE: 3-9.2

SUBJECT:

Dover Drive between Champlain Avenue and Greenford Drive - Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited between 8:00 a.m. and 4:00 p.m. Monday to Friday, on the north side of Dover Drive between Champlain Avenue and Greenford Drive; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

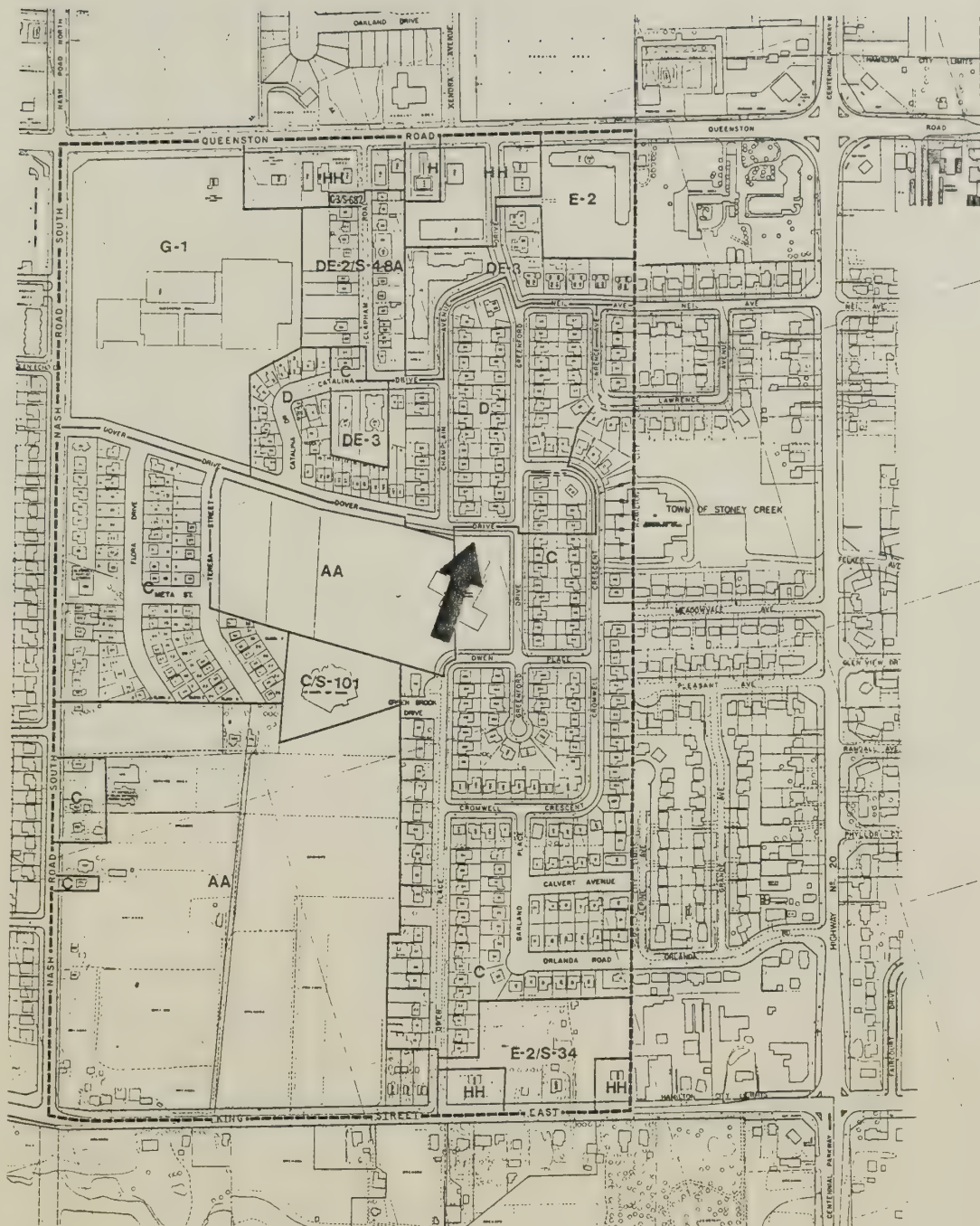
BACKGROUND

Alderman Reg Wheeler has forwarded to the Traffic Department a petition signed by 57 area residents requesting that parking be prohibited between 8:00 a.m. and 4:00 p.m., Monday to Friday, on the north side of Dover Drive between Champlain and Greenford opposite Sir Isaac Brock Elementary School. The two residents who circulated the petition are concerned with the safety of young pedestrians who are crossing from between parked vehicles on Dover Drive. A

part-time prohibition which was recently implemented on Greenford Drive has transferred parking by Cardinal Newman High School students to Dover Drive such that the subject section of street is now heavily parked.

A parking prohibition on both sides of a local residential street has generally been found to be over-restrictive and unnecessary. However, since the section of street is immediately opposite the front door of the school where a significant number of pedestrian crossings are likely to occur, the Traffic Department supports this request.

There are no residential properties fronting on the subject section of street, but the north side is abutted by two flanking residential properties, both of which have off-street parking provided. Therefore, the requested regulation should not create any parking problems for area residents.



85 85 115	<p>CITY OF HAMILTON</p> <p>GREENFORD</p> <p>ZONING</p>
32 55	
132 47	
<p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p>	<p>0 100m</p> <p>SCALE 50m</p>
<p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth</p>	<p>PLANNED MAP NO. 6405</p> <p>September 1981</p> <p>PAGE NO 55</p>

FOR ACTION

34(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

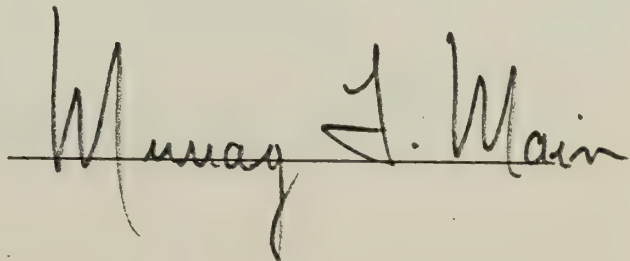
DATE: 1988 April 25
COMM FILE: TEC-83-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of Dundurn Street South, north of Glenside Avenue - Parking Regulations

RECOMMENDATION

- a) That stopping be prohibited on the west side of Dundurn Street South commencing at Glenside Avenue and extending to a point 66 feet northerly therefrom; and,
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATION

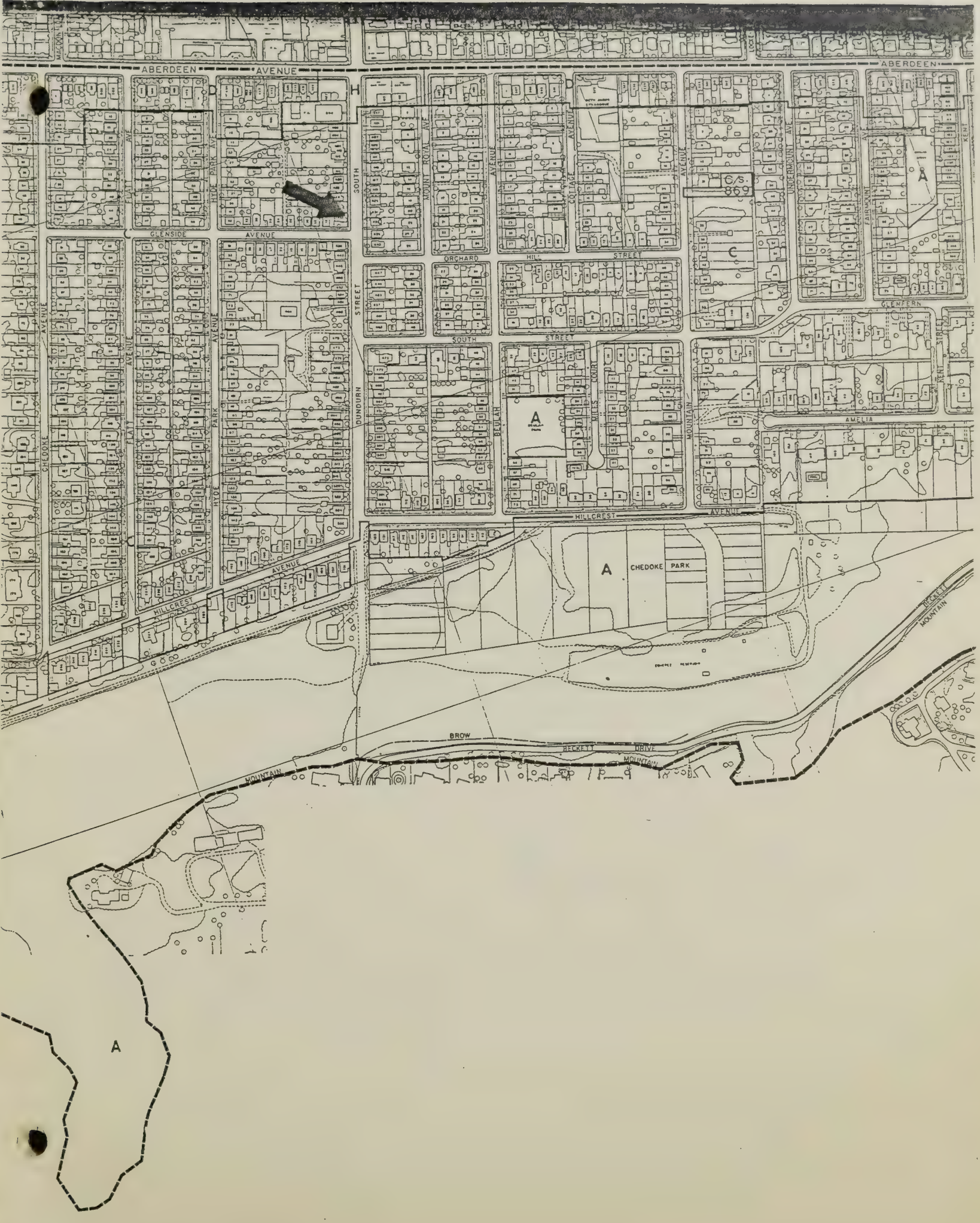
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

An area resident has advised of a visibility obstruction created by parked vehicles on the west side of Dundurn Street South, north of Glenside Avenue. Presently, there is unrestricted parking on both sides of Dundurn in this area.

A Traffic Department investigation has confirmed that vehicles parked at this location create a site obstruction for eastbound traffic on Glenside. Records indicate that there has been at least one motor vehicle collision which could have been attributed to vehicles parked at this location between 1981 and 1987. Therefore, the Traffic Department recommends that a corner clearance be implemented as a safety measure.

The implementation of this corner clearance would result in a loss of approximately two legal on-street parking spaces immediately in front of house No. 432 Dundurn. However, the Traffic Department would not anticipate any serious parking problems resulting, since parking would still be permitted on both sides of the remainder of Dundurn, and on one side of Glenside, in this area.



FOR ACTION

34(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

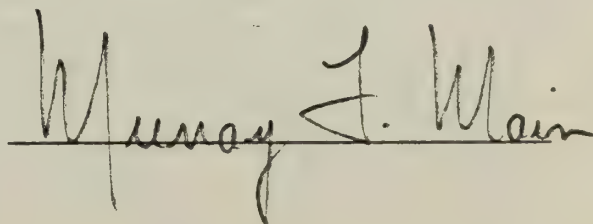
DATE: 1988 May 02
COMM FILE: TEC-85-88
DEPT FILE: 3-9.2

SUBJECT:

Aurora Street between Charlton Avenue East and Forest Avenue - Parking Regulations.

RECOMMENDATION

- a) That a "Permit Parking" regulation be implemented on both sides of Aurora Street between Charlton Avenue East and Forest Avenue; and,
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 13 residential properties abutting the block, and any additional permits (to a maximum of 14) on a first come first served basis; and,
- c) That the City Traffic By-law 66-100 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will offset the cost to some degree.

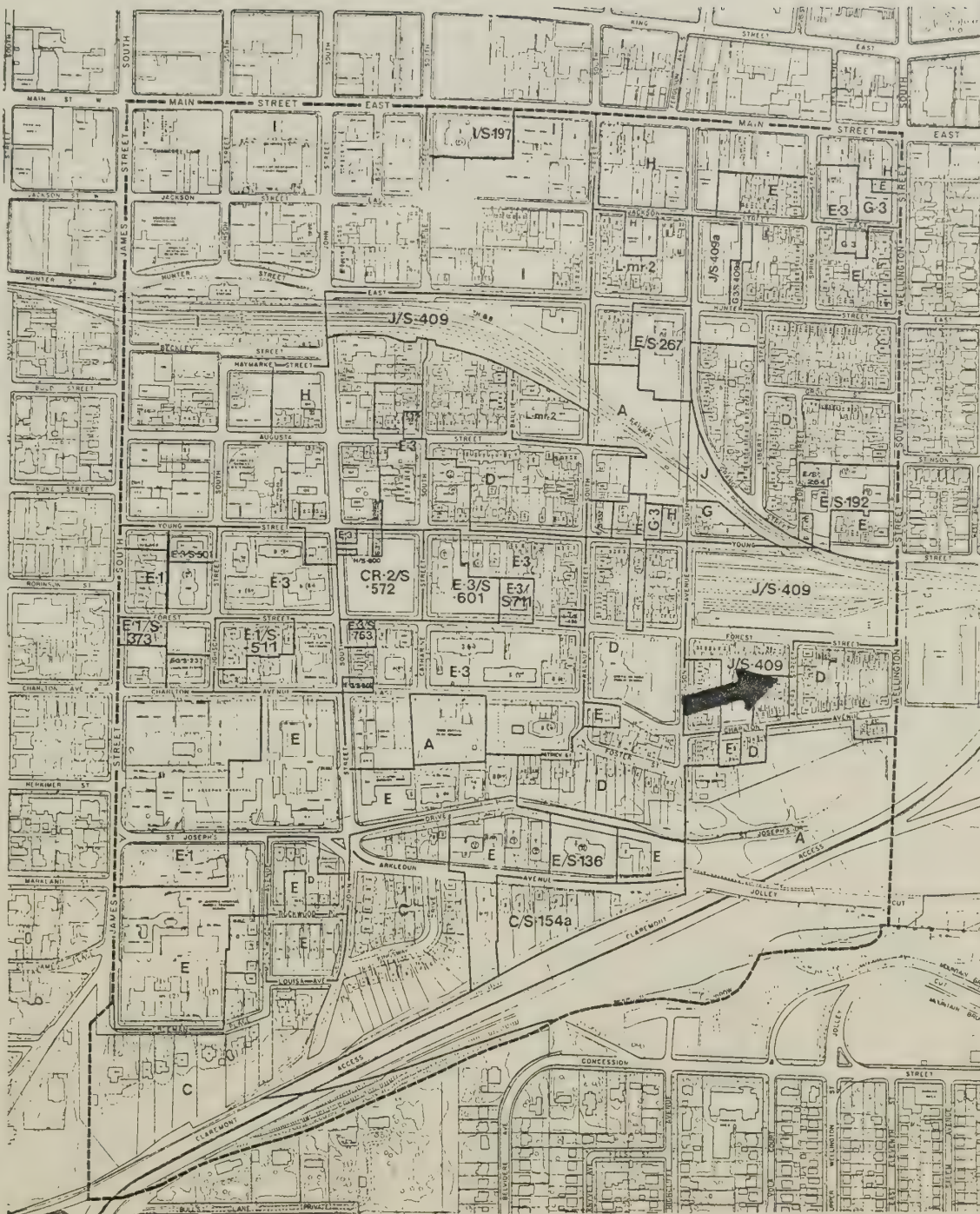
BACKGROUND

The Traffic Department has received a petition signed by representatives of ten of the 13 one, two and three family dwellings abutting Aurora Street between Charlton Avenue East and Forest Avenue, requesting that a "Permit Parking" regulation be implemented on the street. Presently, there is unrestricted free parking on both sides of Aurora in this block.

The resident who circulated the petition has expressed concern regarding non-resident parking on the street, and is concerned that the parking problem will be compounded when an apartment building, scheduled to be constructed on the west side of Aurora, south of Forest is built. The Traffic Department has confirmed that a four storey 51 unit apartment building has been approved at this location. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that there are 14 legal on-street parking spaces in the block, and the petition indicates that 13 parking permits would be required by abutting residents. The resident who circulated the petition has advised that three of the 13 homes on the street are vacant and that one of these will be demolished during construction of the apartment building. Therefore, there would be only one permit available for any future residents of the two remaining vacant homes. However, the Traffic Department has been advised that these homes have been vacant for approximately one year, and it is unlikely that they will be occupied in the near future. For these reasons, it appears that the demand for parking permits will not exceed the number of on-street parking spaces, and since the petition is signed by representatives from all ten of the occupied abutting residences, the Traffic Department concurs with this request.

Apartment residents would not be eligible for permits. However, the proposed apartment building development is required to provide off-street parking in accordance with current Zoning By-law requirements. Therefore, the implementation of a "Permit Parking" regulation on Aurora should not affect parking for residents of this building.



<table border="1"> <tr> <td>21</td> <td>10</td> <td>95</td> </tr> <tr> <td>41</td> <td>31</td> <td>125</td> </tr> <tr> <td>123</td> <td>22</td> <td>68</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department</p>	21	10	95	41	31	125	123	22	68	<p>CITY OF HAMILTON</p> <p>CORKTOWN</p> <p>ZONING</p>
21	10	95								
41	31	125								
123	22	68								
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth</p>	<p>0 100m</p> <p>SCALE 50m</p> <p>6702</p> <p>September 1981</p> <p>31</p>									

FOR ACTION

34(d)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 May 16
COMM FILE: TEC-89-88
DEPT FILE: 3-9.2

SUBJECT:

North Side of Foster Street between Walnut Street South and Ferguson Avenue South - Parking Regulations.

RECOMMENDATION

- a) That a "One Hour Parking Time Limit" regulation be implemented on the north side of Foster Street between Walnut Street South and Ferguson Avenue South, in combination with the existing "No Parking, 1:00 p.m. to 4:00 p.m., second Thursday each month, April to November" regulation and
- b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

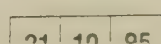
FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND

Alderman W. McCulloch recently forwarded to the Traffic Department a petition signed by representative of all 17 of the one, two and three family dwellings abutting Foster Street in the block between between Walnut and Ferguson, requesting "Restrictive Parking" to eliminate long-term non-resident parking on the street.

After discussing the matter with the resident who circulated the petition and Alderman McCulloch, it was concluded that a "Permit Parking" regulation would not be feasible since the demand for parking permits by abutting residents would exceed the number of available on-street parking spaces in the block. However, the resident who circulated the petition and Alderman McCulloch have advised that the residents would support the implementation of a "One Hour Parking Time Limit" regulation on a full-time basis, which is a less restrictive regulation, but which would also eliminate long-term non-resident parking. Therefore, the Traffic Department concurs with this request.



FOR ACTION

34(e)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

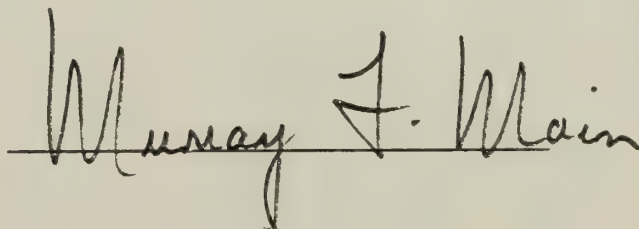
DATE: 1988 May 04
COMM FILE: TEC-90-88
DEPT FILE: 3-9.2

SUBJECT:

West Side of Montcalm Drive, South of Lynbrook Drive - Parking Regulations.

RECOMMENDATION

- a) That stopping be prohibited on the west side of Montcalm Drive commencing at Lynbrook Drive and extending to a point 72 feet southerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

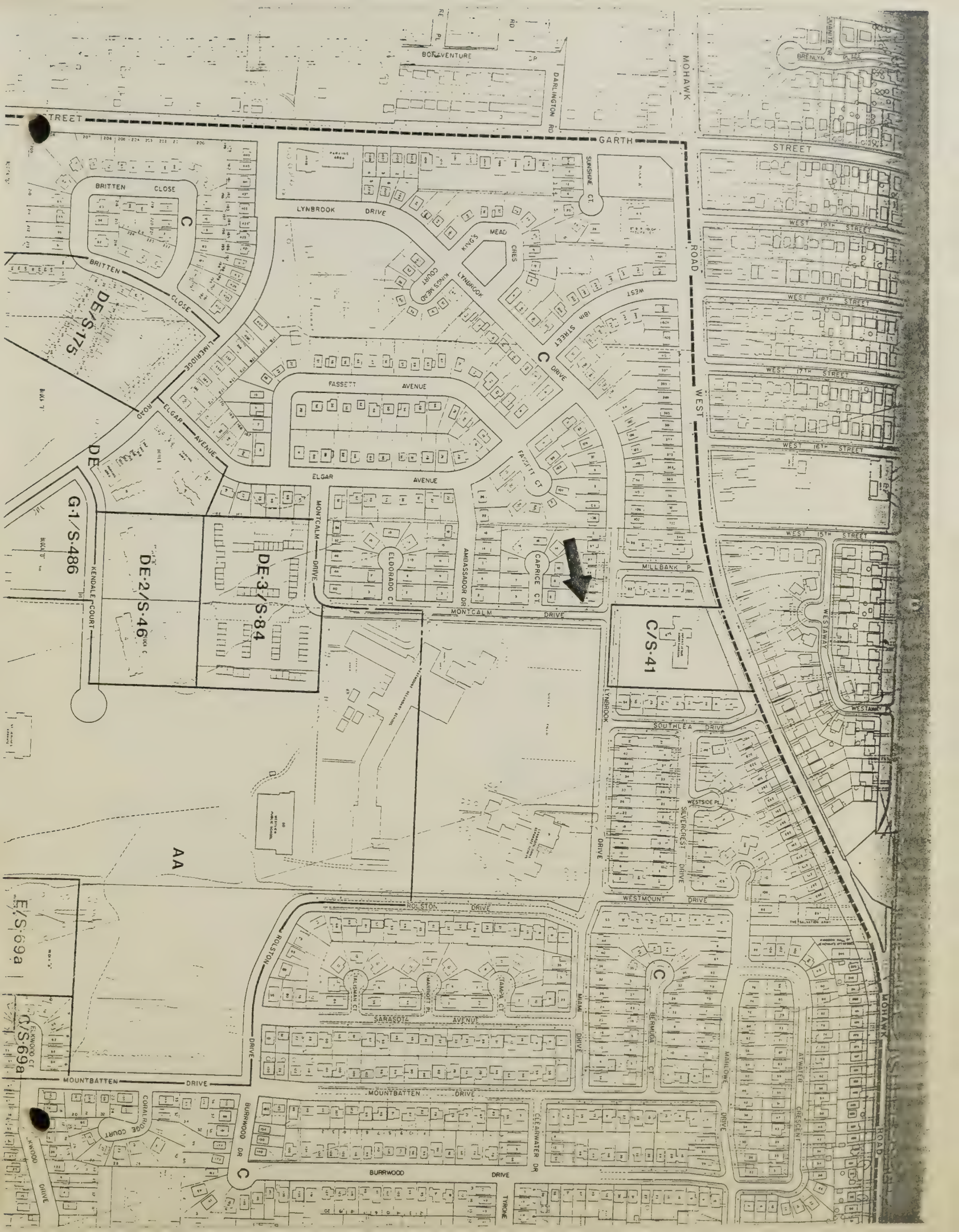
There are sufficient funds available within 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

The resident at the south-west corner of Montcalm and Lynbrook has requested that a corner clearance be implemented on the west side of Montcalm south of Lynbrook in front of her home to facilitate turning movements at this intersection. Presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of Montcalm south of Lynbrook.

Traffic Department records indicate that there have been three motor vehicle collisions reported at the intersection of Lynbrook and Montcalm in the past seven years, and at least one of these collisions could be attributed to vehicles parking on the west side of Montcalm south of Lynbrook. Therefore, as a safety measure, the Traffic Department concurs with this request.

The implementation of this corner clearance would result in a loss of two legal parking spaces directly in front of the applicant's home. However, the Traffic Department would not anticipate any parking problems resulting since parking would still be permitted on the remainder of the west side of the street. The applicant's home is the only property fronting on Montcalm in this block.



FOR ACTION

34 (A)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

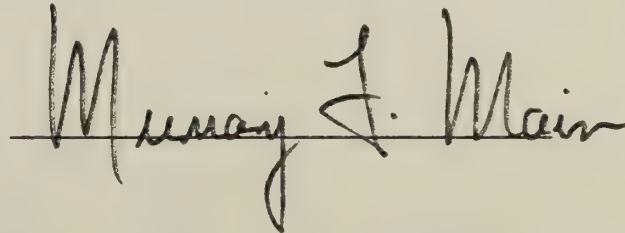
DATE: 1988 May 04
COMM FILE: TEC-92-88
DEPT FILE: 3-9.2

SUBJECT:

East Side of Magnolia Drive, North of Mohawk Road West - Parking Regulations.

RECOMMENDATION

- a) That the existing "No Stopping Anytime" regulation presently signed on the east side of Magnolia Drive commencing 272 feet north of Mohawk Road West and extending to a point 83 feet northerly therefrom, be extended such that it commences at a point 245 feet north of Mohawk Road West and extends to a point 110 feet northerly therefrom; and,
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

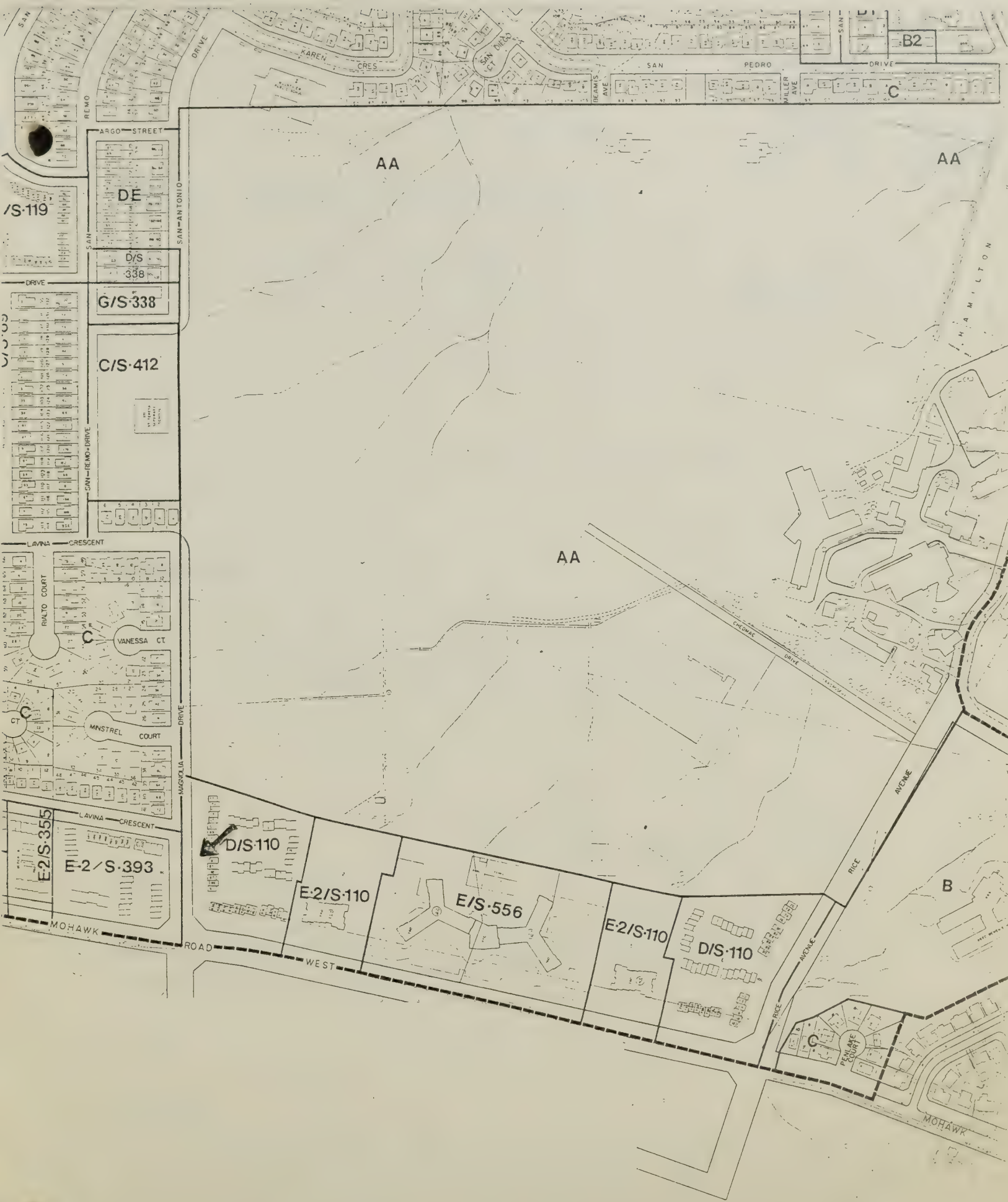
BACKGROUND

The Traffic Department has been advised by a resident of the townhouse development on the east side of Magnolia, north of Mohawk, that visibility is obstructed for westbound motorists exiting the townhouse driveway onto

Magnolia, because of vehicles parked on the east side of Magnolia at this location. Presently, there is unrestricted parking on both sides of Magnolia in this area, except that stopping is prohibited from the southerly limit of the driveway to a point 83 feet northerly. This stopping prohibition was implemented in 1976 to facilitate driveway movements.

A Traffic Department investigation has confirmed that vehicles parked on the east side of Magnolia south of the driveway obstruct visibility for motorists exiting the driveway. Therefore, as a safety measure, the Traffic Department recommends that the existing "No Stopping" clearance be extended 27 feet southerly.

The implementation of this stopping prohibition would result in a loss of only one legal on-street parking space. However, the Traffic Department would not anticipate any parking problems resulting for area residents, since parking would still be permitted on both sides of the remainder of the street.



B2

C

AA

AA

DE

D/S 338

G/S 338

C/S 412

AA

B

D/S 110

E-2/S 110

E/S 556

E-2/S 110

D/S 110

PENNY COURT

MOHAWK

FOR ACTION

34 (g)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

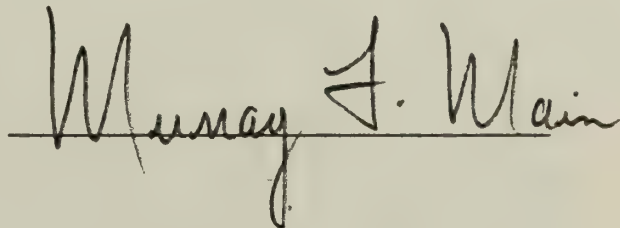
DATE: 1988 May 06
COMM FILE: TEC-98-88
DEPT FILE: 3-9.2

SUBJECT:

East 33rd Street between Concession Street and Crockett Street - Parking Regulations.

RECOMMENDATION

- a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit" regulation be implemented on both sides of East 33rd Street between Concession Street and Crockett Street; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



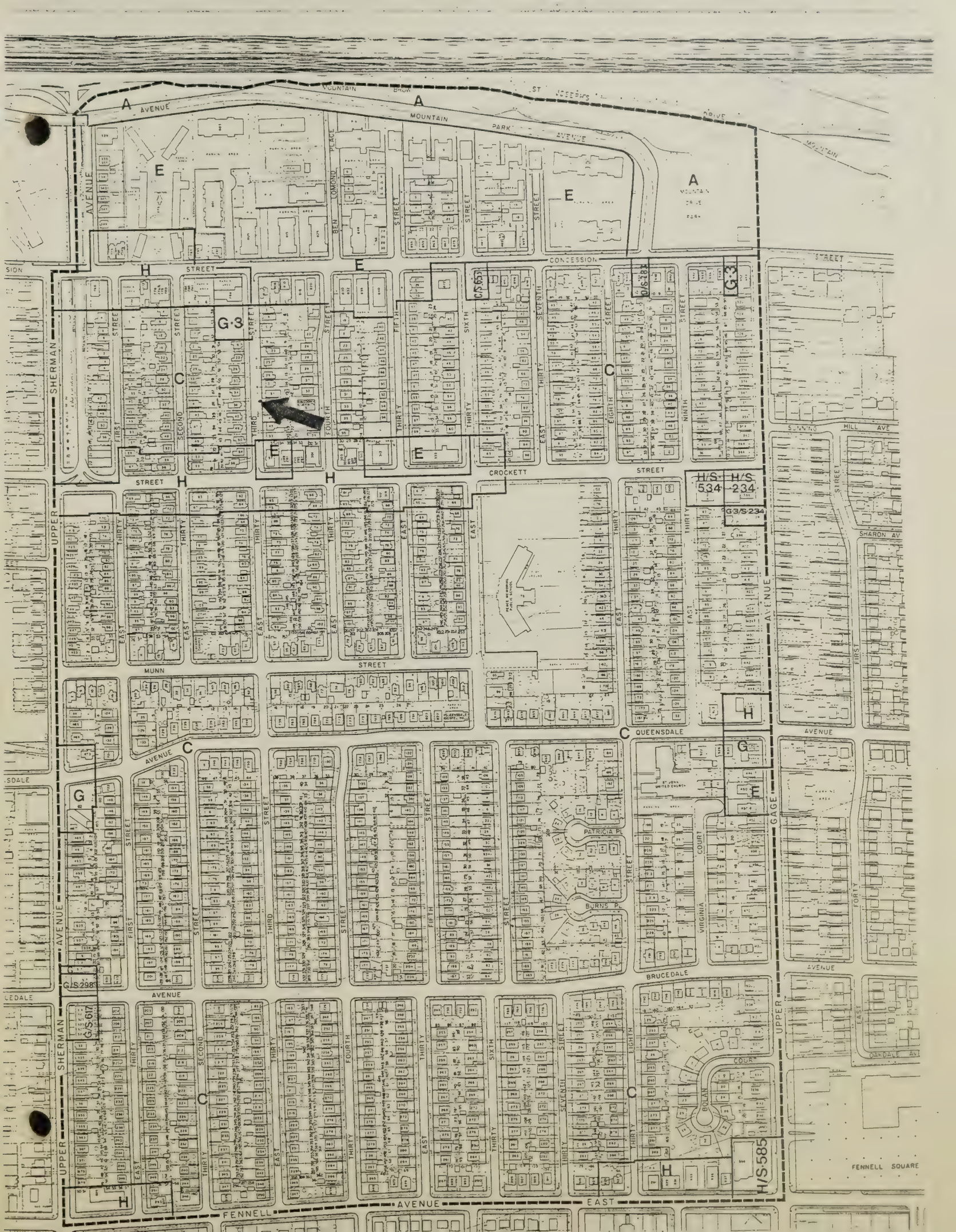
FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

The Traffic Department has received a petition signed by representatives of 13 of the 25 one, two and three family dwellings on East 33rd in the block between Concession Street and Crockett Street, requesting that a "One Hour Parking Time Limit" regulation be implemented on the street, because of long-term parking by staff from Henderson Hospital. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 52% of the abutting residents have signed the petition, the Traffic Department concurs with the request.



FOR ACTION

34(h)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

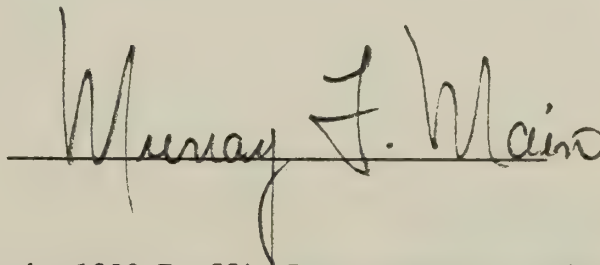
DATE: 1988 May 16
COMM FILE: TEC-100-88
DEPT FILE: 3-9.2

SUBJECT:

Parking Regulations in front of No. 56 Adis Avenue.

RECOMMENDATION

- a) That the existing parking prohibition on the north side of Adis Avenue which commences at a point 47 feet west of the west curb line of Napoli Drive and extends to a point 239 feet westerly therefrom be extended, such that the regulation commences at the west curb line of Napoli Drive and extends to a point 286 feet westerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

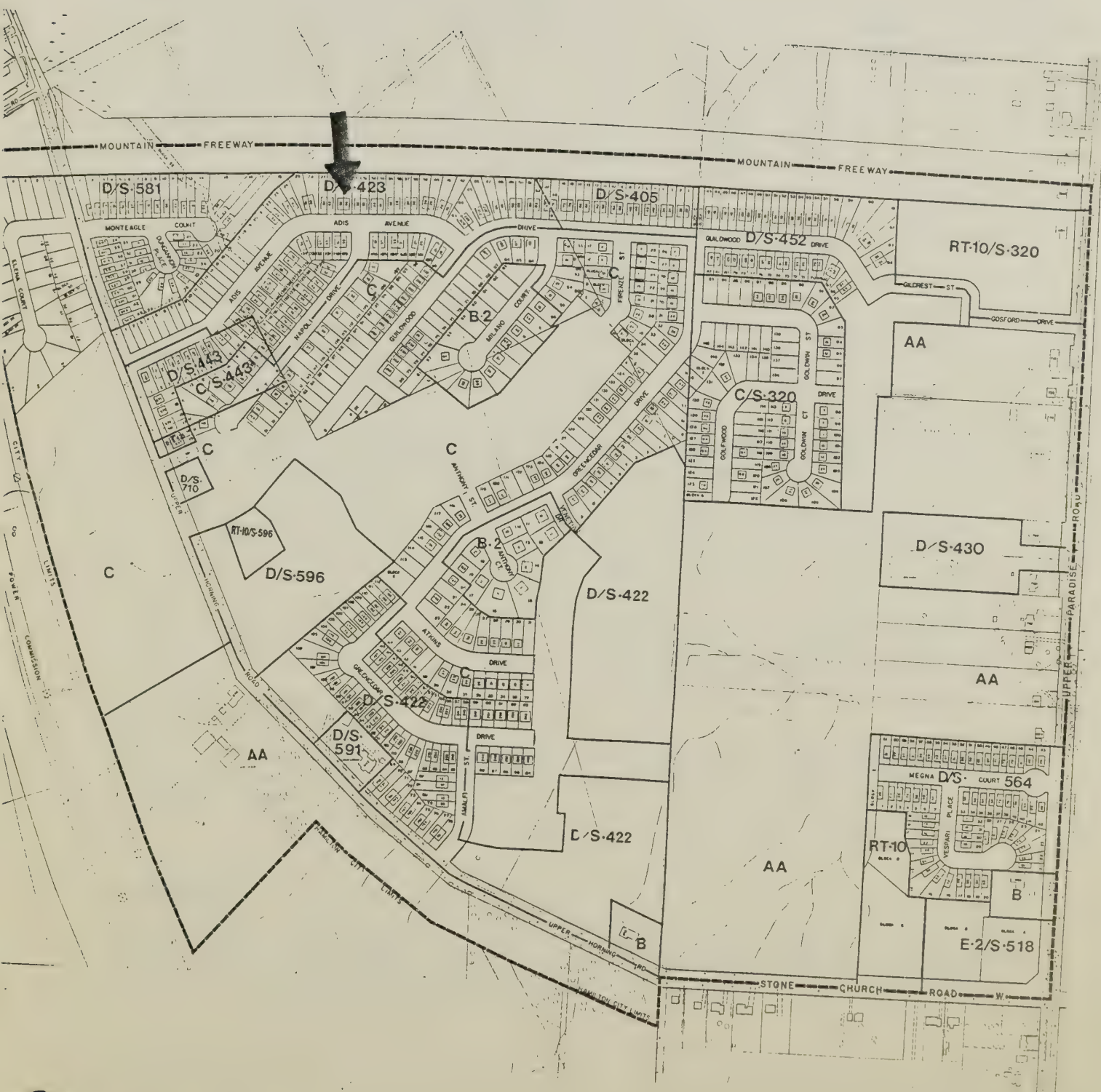
There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND

On 1987 October 27th, the City Council enacted a By-law to prohibit parking on both sides of Adis Avenue on the curve in the roadway, west of Napoli Drive, as a result of receiving a petition signed by representatives of 13 of the 17 abutting residential properties. Alderman Tom Murray has now advised of a request to extend the parking prohibition on the north side of the street such

that it extends across the frontage of the residential property at No. 56 Adis Avenue. Presently, the parking prohibition extends to the property line between Nos. 58 and 56 Adis Avenue.

The parking prohibition in question was not implemented in front of No. 56 Adis, since the resident at this property did not sign the petition. However, since Alderman Murray has advised that the resident wishes to have the parking prohibition extended across the frontage of this property, the Traffic Department concurs with this request.



FOR ACTION

34 (i)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

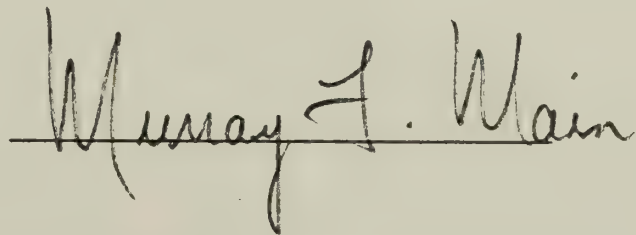
DATE: 1988 May 17
COMM FILE: TEC-103-88
DEPT FILE: 3-9.2

SUBJECT:

East side of Birch Avenue (westerly leg) south of Barton street East - Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited on the east side of Birch Avenue (westerly leg) between Barton Street East and the southerly end; and
- b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

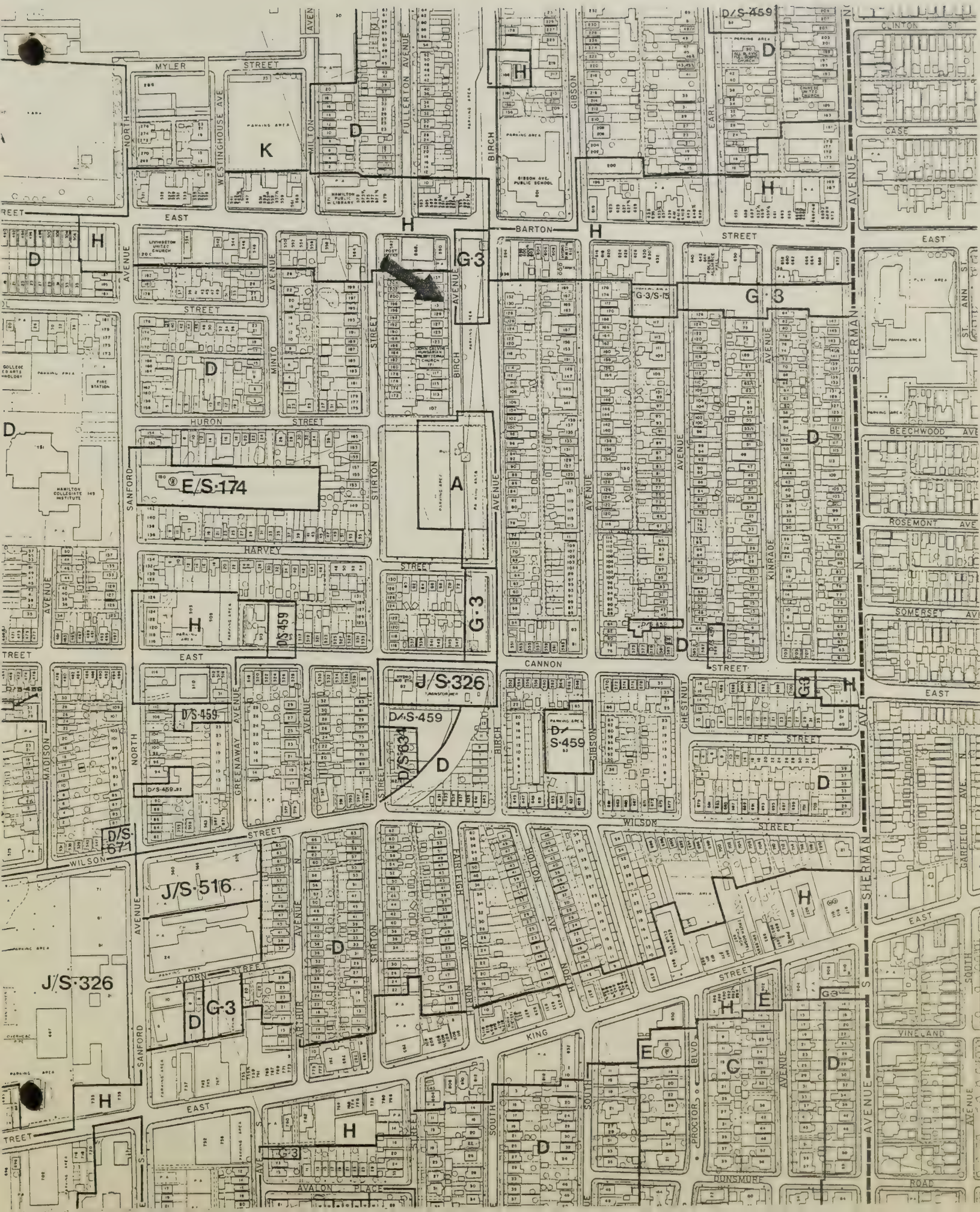
BACKGROUND

It has come to the Traffic Department's attention that there is a discrepancy between the Traffic By-law and the signing on the east side of Birch Avenue (westerly leg) south of Barton Street East.

Records indicate that, for many years, there was a full-time parking prohibition on the east side of Birch between Barton and the southerly end. However, the "No Parking" signs were recently found to be missing on a portion of this section of the street. These signs may have been removed by the contractor during reconstruction last year. Prior to replacing the "No Parking" signs at this location, it was found that no Traffic By-law entry exists for "No Parking" signs on this section of street.

The pavement width of the westerly leg of Birch is only 25 feet, and therefore, the street is designed to permit parking on only one side. Records indicate that "No Parking" signs have been in place on the east side of this section of the street for many years, although the signs at the southerly end are presently missing. Therefore, the Traffic Department recommends that the Traffic By-law be amended to permit the erection of "No Parking" signs on the east side of Birch Avenue (westerly leg) between Barton Street East and the southerly end, and that the missing "No Parking" signs be replaced.

The east side of this street section is abutted by a Hamilton Parking Authority parking lot and by a private parking lot for a church located on the street. The residential properties immediately opposite this street section have off-street parking provided. Therefore, replacing the "No Parking" signs should not create any parking problems for these residents.



FOR ACTION

34(j)

REPORT TO:

R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE:

COMM FILE: 1988 May 20

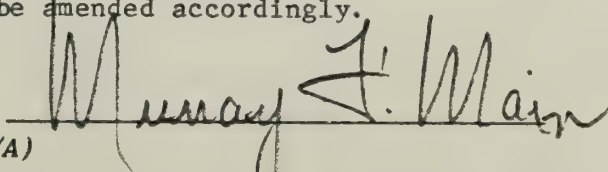
DEPT FILE: TEC-107-88

SUBJECT:

West side of East 27th Street, south of Concession Street - Parking Regulations.

RECOMMENDATION

- (a) That the existing parking prohibition on the west side of East 27th Street between Concession Street and a point 152 feet southerly therefrom be extended, such that the prohibition extends to a point 171 feet south of Concession Street; and
- (b) That the City Traffic Bylaw 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

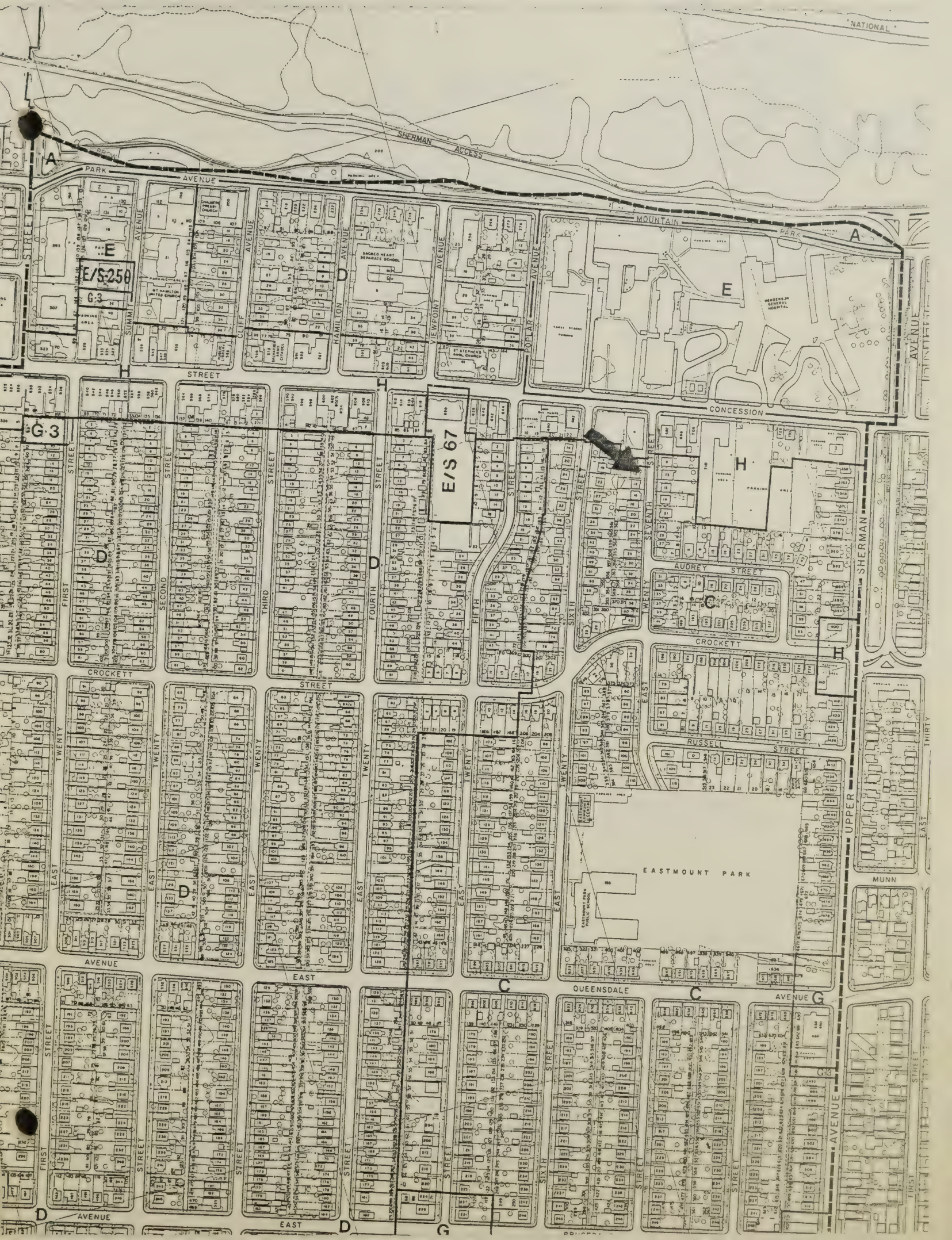
Sufficient funds are available in the 1988 Traffic Department Operating Budget to cover the cost of relocating and maintaining the existing "no parking" sign.

BACKGROUND

On 1980 February 18, the former Traffic and Engineering Committee approved a request by the owners of the medical building at the southwest corner of Concession and East 27th, that parking be prohibited on both sides of East 27th along the flankage of this building to provide an area for motorists to stop to pick up and drop off patients. The remainder of East 27th in the block between Concession and Crockett is controlled by an "alternate side parking" regulation.

For some time, the Traffic Department has experienced a problem maintaining the existing sign and post at the southerly limit of the parking prohibition on the west side of the street, since the post is frequently knocked out by motorists entering and exiting the parking lot for the medical centre. Therefore, it would be appropriate to relocate the sign and post to a more protected location 19 feet southerly.

An extension to the existing parking prohibition will result in a loss of one on-street parking space directly adjacent to the medical centre parking lot from the 16th to the end of each month, April to November, and during the months of December to March. However, all of the residential properties in this immediate vicinity have driveways, and therefore, the loss of one on-street parking space should not create any parking problems for area residents.



FOR ACTION

34 (K1)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

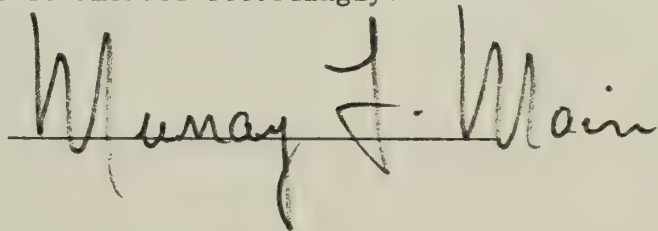
DATE: 1988 June 10
COMM FILE: TEC-111-88
DEPT FILE: 3-9.2

SUBJECT:

Claudette Gate, east of Garth Street - Parking Regulations.

RECOMMENDATION

- (a) That a full-time parking prohibition be implemented on the north side of Claudette Gate between Garth Street and the easterly end; and
- (b) That unrestricted free parking be allowed on the south side of Claudette Gate between Garth Street and the easterly end; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

The property manager for the Wentworth Condominium Corporation No. 40, 1455 Garth Street, has written to the Traffic Department and requested that the existing parking regulations on Claudette Gate adjacent to this condominium corporation be revised such that parking will be restored to one side of the street at all times. Presently, parking is prohibited at all times on the south side and there is a "No Parking 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the north side of the subject section of Claudette Gate. These regulations were implemented in 1983.

The Traffic Department generally supports the principal of allowing parking on one side of streets which are 30 feet wide or less. Therefore, the Traffic Department supports the request to restore parking to one side of the street on a full-time basis.

GARTH STREET

STONE CHURCH ROAD WEST

B

AA

RT. 20 S. 369

CLAUDETTE GATE



GARTH STREET

AA

B

B

B

RYMAL ROAD WEST

a parking problem for the three residents without driveways. The Traffic Department has attempted to contact these three residents to determine their views regarding this matter, but has been unable to do so during normal working hours.

It is our understanding that the resident who circulated the petition does not own a vehicle and merely wishes to prohibit parking in the vicinity of her home to improve the aesthetics.

For these reasons, Alderman Kiss has been informed that the Traffic Department does not support the requested parking prohibition unless additional signatures are obtained, preferably from the three residents without off-street parking. However, Alderman Kiss has advised that she supports the petition. Therefore, the Traffic Department recommendation is based on the advice of the Ward Alderman.

FOR ACTION

34(1)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

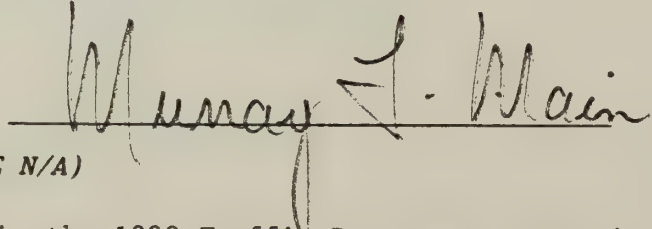
DATE:
COMM FILE: 1988 June 09
DEPT FILE: TEC-108-88
3-9.2

SUBJECT:

Bold Street between Pearl and Ray Streets - Parking Regulations.

RECOMMENDATION

- (a) That parking be prohibited on the south side of Bold Street between Pearl and Ray Streets; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



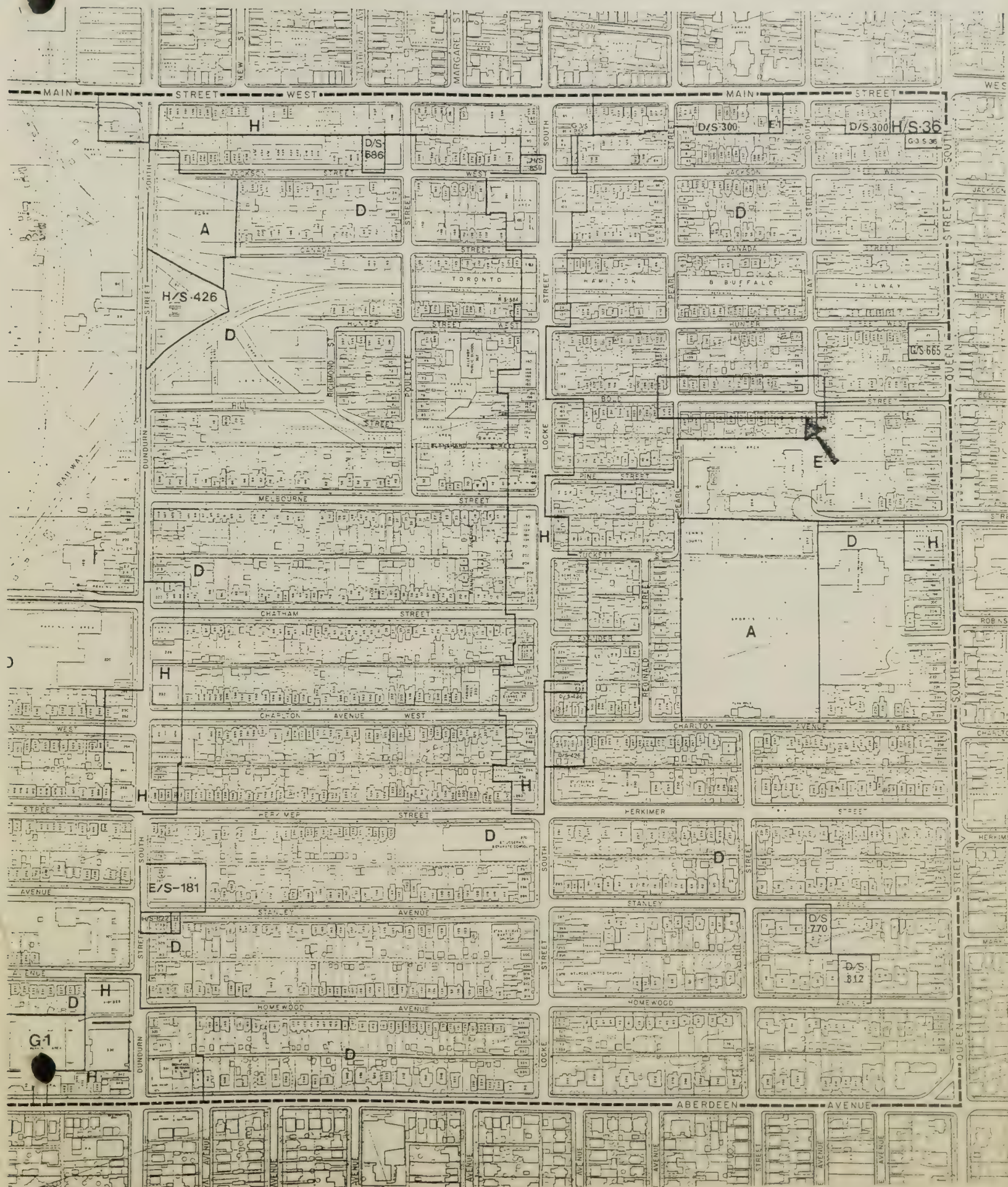
FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

There are sufficient funds available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND

Alderman Mary Kiss recently forwarded to the Traffic Department a copy of a petition requesting that parking be prohibited on the south side of Bold between Pearl and Ray. Parking is presently prohibited at all times on the north side of this section of Bold. Therefore, approval of the requested regulation would mean that parking would be prohibited on both sides of this local residential street. Bold Street has a 20 foot pavement width in this area. However, since the street is operated one-way in the easterly direction, it is concluded that a parking prohibition on both sides would be over-restrictive and unnecessary.

The petition is signed by representatives of 13 of the 23 (57%) abutting residential properties. However, there are 4 abutting properties which have no off-street parking whatsoever, and only one of these residents has signed the petition. These properties are located mid-block such that convenient alternative parking would not be available on the adjacent street. Therefore, a parking prohibition on both sides of this section of Bold is likely to create



FOR ACTION

34(m)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 June 15
COMM FILE: 3-9.2
DEPT FILE: TEC-64(a)-88

SUBJECT:

Park Street North between Vine and Cannon Streets - Parking Regulations.

RECOMMENDATION

- (a) That a "Permit Parking" regulation be implemented on the east side of Park Street North between Vine Street and Cannon Street; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first five eligible applicants residing in one, two, or three family dwellings abutting the block; and
- (c) That parking be prohibited on the west side of Park Street North between Vine Street and Cannon Street; and
- (d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS

Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, \$1.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND

In report TEC-64-88, the Traffic Department advised of having received a petition signed by representatives of four of the six one, two and three family dwellings on Park between Vine and Cannon requesting that the three parking spaces on the west side of this section of the street be designated as "Permit Parking". This request was approved by the Committee and subsequently by the City Council on 1988 April 26th, and the "Permit Parking" signs were scheduled to be erected on 1988 June 15th.

Shortly prior to the erection of the "Permit Parking" signs, it was determined that the industrial property at the northwest corner of Vine and Park was preparing to install a driveway approach ramp on the west side of Park, north of Vine, to provide access to an approved boulevard parking space. The installation of this driveway approach ramp would result in a loss of two on-street spaces, thereby leaving only one legal parking space in the block, which could be designated for "Permit Parking". For this reason, the "Permit Parking" signs were not erected as scheduled so that the parking conditions could be reviewed.

After reviewing the matter, it was concluded that it would be possible to switch the parking to the east side of the street in this block such that five on-street spaces could be provided for abutting residents. This could also eliminate a problem related to vehicles being parked too close to the driveway approach ramp in front of 99 Park Street North, which has been a constant source of complaint for several months. Alderman Bill McCulloch has advised that he concurs with the recommendation. Alderman Vince Agro was out of town at the time that this report was written.



FOR ACTION

34(n)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

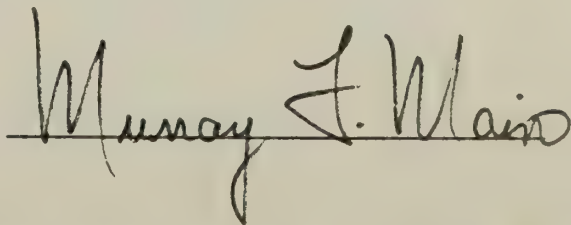
DATE: 1988 June 15
COMM FILE: TEC-113-88
D5PT FILE: 3-9.2

SUBJECT:

East 28th Street between Fennell Avenue East and Brucedale Avenue East - Parking Regulations.

RECOMMENDATION

- (a) That an "Alternate Side Parking" regulation be implemented on East 28th Street between Fennell Avenue East and Brucedale Avenue East such that parking is prohibited:
 - on the east side of the street during the months of December, January, February and March, and from the first to the fifteenth of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (b) That the existing "No Parking, 8:00 a.m. - 12:00 noon, second Thursday, April - November" be removed from the east side of the street, and the existing "No Parking, 8:00 a.m. - 12:00 noon, second Friday, April - November" be removed from the west side of the street, and
- (c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

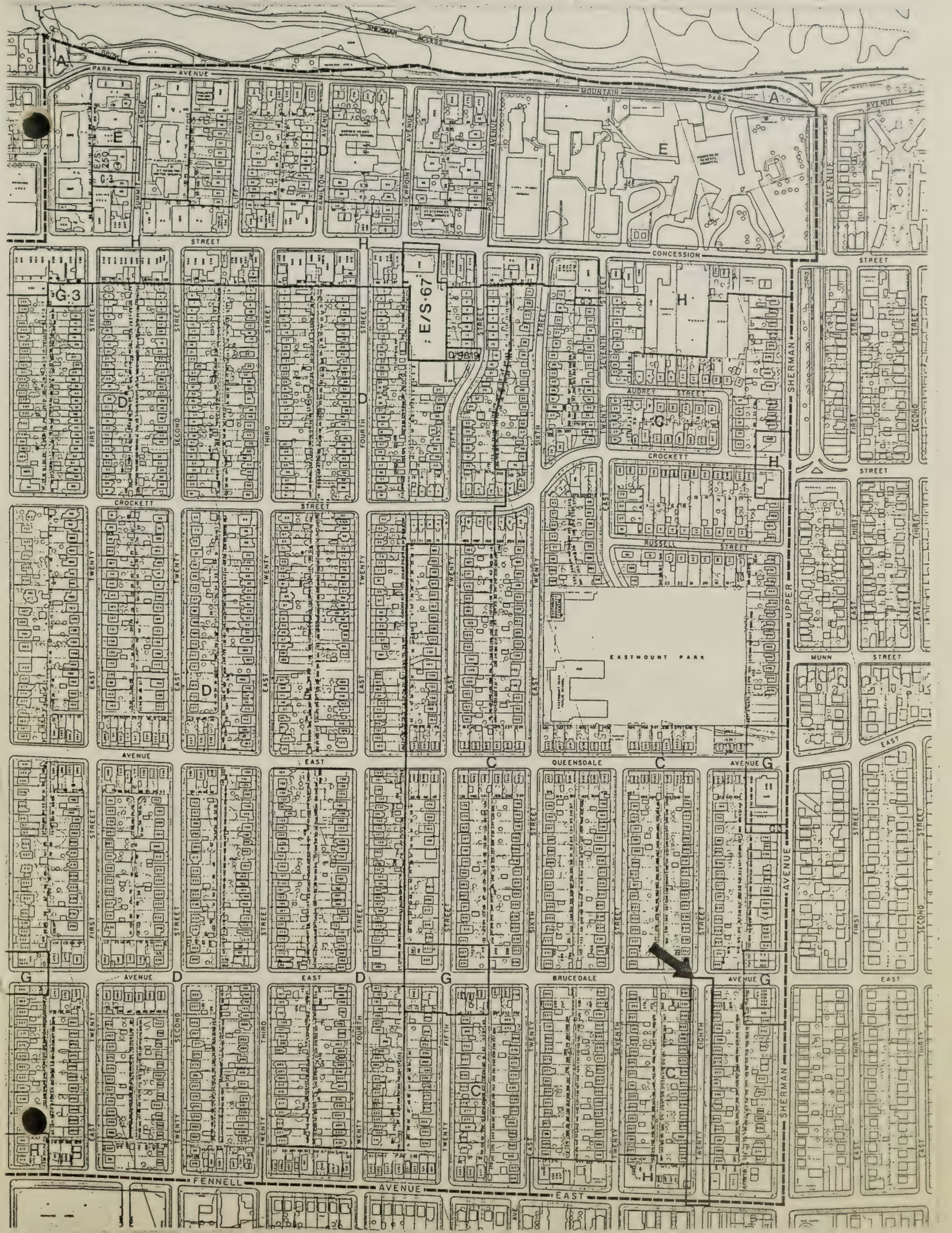
Sufficient funds are available in the 1988 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND

The Traffic Department has received a petition signed by representatives all of the 32 residential properties abutting East 28th Street in the block between Fennell Avenue and Brucedale Avenue, requesting that an "Alternate Side Parking" regulation be implemented on the street. This section of East 28th Street has a 24 foot pavement width and presently, "No Parking, 8:00 a.m.- 12:00 noon, second Thursday, April - November" exists on the east side of the street, and there is a "No Parking, 8:00 a.m. - 12:00 noon, second Friday, April - November" on the west side of the street. These part-time parking prohibitions allow for street maintenance operations to be conducted.

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since 100% of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

There are approximately two additional parking spaces on the west side of the street in this block. Therefore, in order to maximize the number of on-street parking spaces, it would be appropriate to prohibit parking on the east side of the street during the winter months.



FOR ACTION

34(o)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

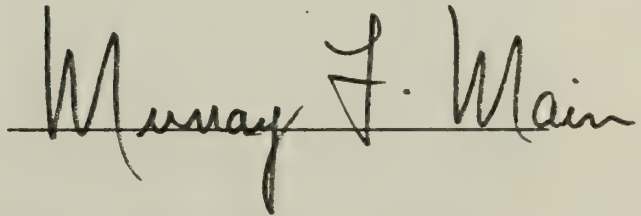
DATE: 1988 May 06
COMM FILE: TEC-99-88
DEPT FILE: 3-9.2

SUBJECT:

West 33rd Street between Sanatorium Road and Elmwood Avenue - Parking Regulations.

RECOMMENDATION

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Sanatorium Road and Elmwood Avenue; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

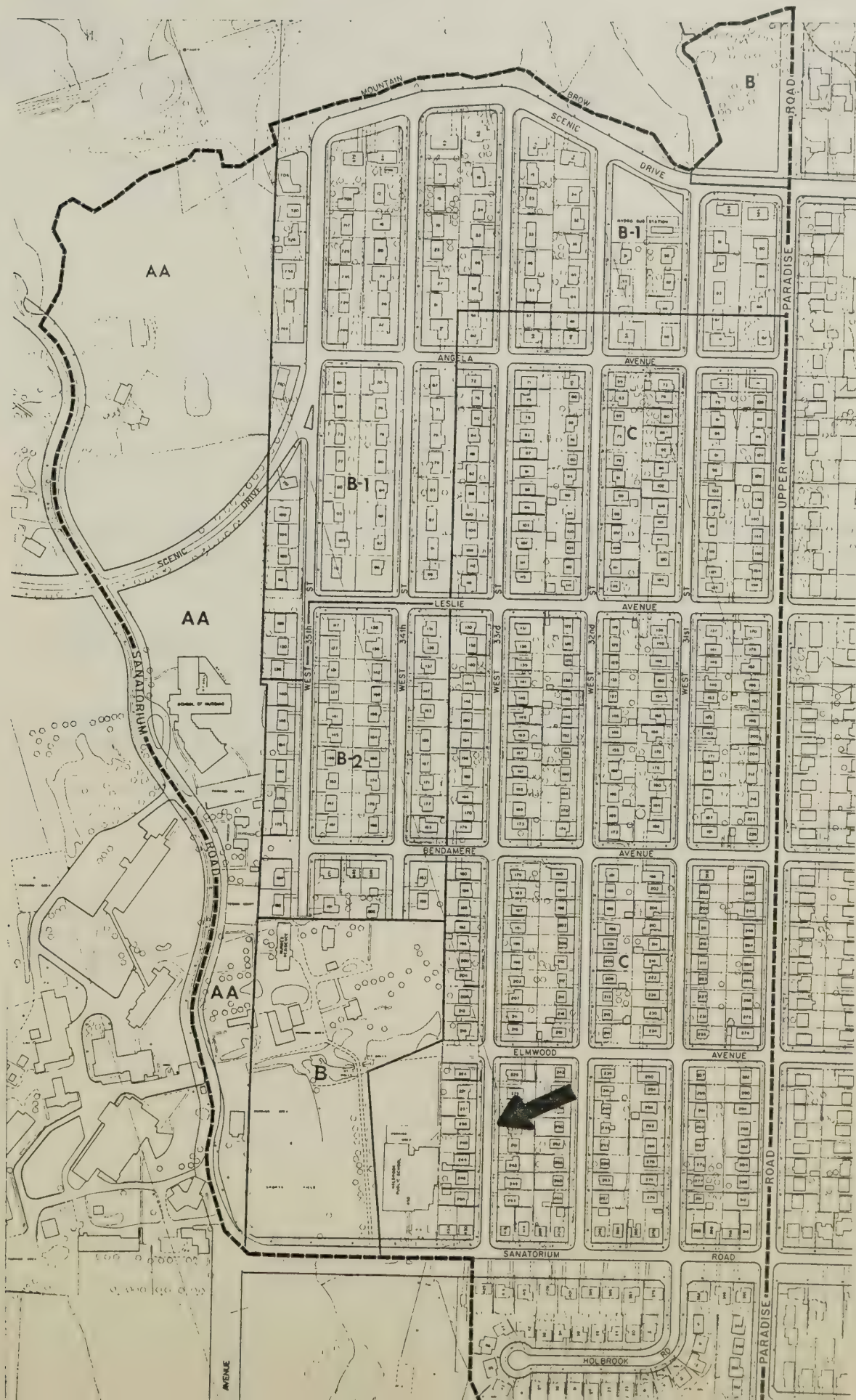
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND

The Traffic Department has received a petition signed by representatives of 16 of the 18 one, two and three family dwellings on West 33rd in the block between Sanatorium and Elmwood, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street,

because of long-term parking by staff and students from Chedoke Hospital. Presently, there is unrestricted parking on both sides of the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 89 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.





MAY 04 1988

35(a)

CITY COUNCIL
HAMILTON, CANADA

Alderman John Gallagher

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 388-3089 — WARD 7

M E M O R A N D U M

TO: Bob Prowse
Secretary
Transport & Environment Committee

FROM: Alderman John Gallagher

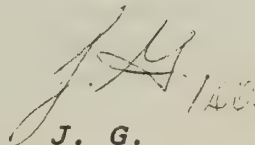
DATE: May 4, 1988

SUBJECT: Litter Container S/E Corner of Upper Wentworth and Mohawk

Please find enclosed information that I am requesting be placed on the next Transport & Environment Committee agenda.

Please advise me on the time that this item will be discussed at the meeting so that I can be present at that time.

Thank you for your cooperation.


J. G.

:do
Enclosure

MAY 3 - 1988



THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

88-3060

1988 May 2

Alderman J. Gallagher


RE: Litter Container S/E corner Upper Wentworth and Mohawk

As per our telephone conversation on Friday, April 29, 1988, regarding the above.

During final budget submissions for the current 1988 budget funding for fabricating and placing of extra litter containers was removed by the Transport and Environment Committee to meet Councils guidelines of 4.5%.

Consequently, one refuse packer required to do the extra work was removed from the 1988 Capital Budget by the Executive Committee. This is not the first request turned down, in fact this Department has refused placement of litter containers to at least six other Aldermen for the same reason, totalling twenty containers.

In order to help alleviate your problem, I have expanded the manual litter pick up in that area from once a week to three times a week. For your information, there are 1600 bus stops and 1800 variety stores in the City, and therefore proper judgement must be used in placing of the same. If you have any further questions, do not hesitate to contact me.


D. LOBO, MANAGER
STREETS AND SANITATION
DEPARTMENT OF PUBLIC WORKS

DL/md



FOR ACTION

35 (4)

REPORT TO: TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

DATE: 1988 June 15
COMM FILE:
DEPT FILE:

SUBJECT:

Water Pollution Control Federation -- 61st Annual Conference

RECOMMENDATION

That the Chairman or his designate be authorized to attend the Water Pollution Control Federation in Dallas, Texas on October 3-6, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

See attached.

RCP:lp
Attach.



WASTE TREATMENT PROCESSES

HAZARDOUS WASTES

SLUDGE TREATMENT

NUTRIENT CONTROL

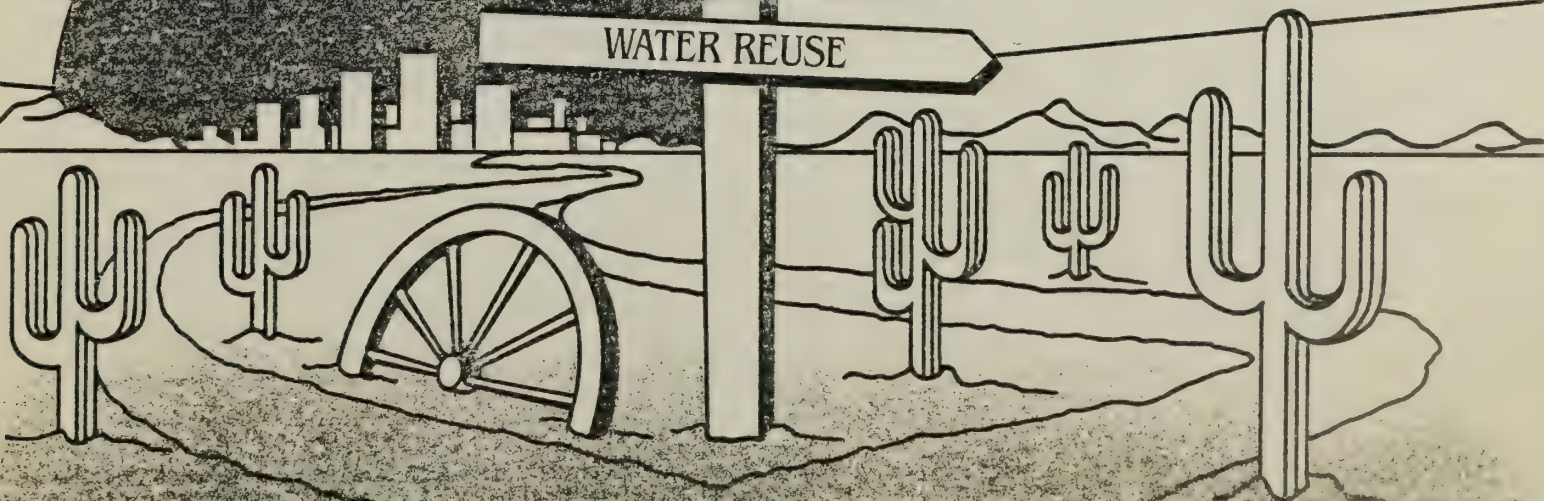
WATER QUALITY UTROPHICATION

PROGRAM MANAGEMENT

NATURAL TREATMENT SYSTEMS

SEWER SYSTEMS

WATER REUSE



EARLY BIRD REGISTRATION AND HOUSING

ALL ROADS LEAD TO RICE - DALLAS, TX

CONFERENCES: 1. 1990-1991, 2. 1991-1992, 3. 1992-1993

MAY 13 1988

Water Pollution Control Federation

**"Enhancing and
preserving water quality
worldwide"**



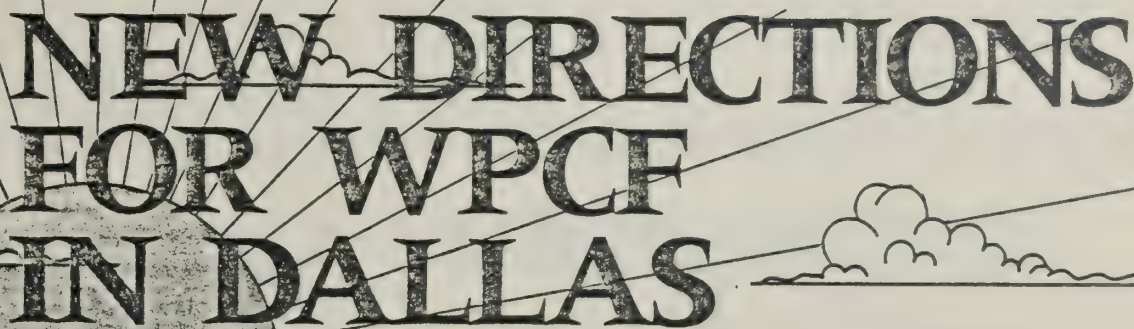
Membership in the WPCF brings with it a great number of benefits. Whatever your role in the water quality industry, we have a membership package which is tailored to meet your professional needs.

It has been our members... some 32,000 strong... that have been the driving force behind the Nation's clean water program.

For over 58 years, the Water Pollution Control Federation has been in the business of developing and disseminating information concerning the nature, collection and treatment of domestic and industrial water. WPCF is a non-profit, educational organization comprised of water quality specialists from every profession in the field. The Federation represents civil, design and environmental engineers, biologists, bacteriologists, local and national government officials, treatment plant operators, laboratory technicians, chemists, students, teachers, industrial technologists, and equipment manufacturers/distributors.

WPCF is a Federation of Member and affiliated Associations throughout the world. WPCF is composed of 45 Member Associations, 9 Operators Associations, and is affiliated with 23 international organizations.

The Member Associations are autonomous groups represented on the WPCF Board of Control, the policy making body of the organization. This unique blend of strong leadership is one reason WPCF has long been the leading technical organization in the water pollution control field.



NEW DIRECTIONS FOR WPCF IN DALLAS

The Water Pollution Control Federation's 61st Annual Conference and Exposition will begin the work for a new age in the industry as it meets in Dallas, Texas, from October 2-6, 1988. In continuing to strive for excellence with the age-old and age-new problems of water treatment, the 1988 Conference is an important milestone for the Federation as we begin the seventh decade of service to our membership, the industry, and the new challenges that face us. New directions in the areas of Water Quality Management, Hazardous Wastes, Waste Treatment Processes, Groundwater Protection, and other obstacles in the treatment of wastewater will receive top priority in the technical program and the exposition.

A Program for the Times

The technical program provides the platform for new ideas and technologies, many of which can also be viewed in the exposition. The major portion of the technical program will be organized around an expanded series of technical symposia. New symposia added for 1988 will focus on Hazardous Wastes, Sludge Management, and Liquid Treatment Processes.

Also planned are several sessions in the "New Directions" area, which include separate sessions on the legal aspects of hazardous waste management, application of biotechnology to hazardous waste treatment, acid rain, and radioactive waste disposal. The following is a list of tentative topics. (For the final program, see the summer conference brochure scheduled for distribution in June, 1988.)

Disinfection
Biological Monitoring
Natural Treatment Systems
Water Reuse
Surface Water management
Acid Rain
Health, Safety, and Risk Management
Collection Systems
Public Education
Radioactive Waste Disposal
Legal Aspects of Hazardous Waste Management
VOC Management
Alternative Financing
Sediment Quality Criteria
Biotechnology for Hazardous Waste Destruction
Marine Water Quality
Advances in Computer Control

Municipal Officials will have a session of their own, where discussions are planned that focus on the role of city managers, mayors, and councilmen, in the management of water quality programs.

A valuable synopsis of the week is offered to all who register. Included in the registration fee, a book of Technical Abstracts is available for pick-up along with your program. The two serve as your guide to planning attendance at sessions, and to provide information on sessions you may not be able to attend. Proceedings of the Industrial Wastes Symposia are furnished to those who register for CEU's and is available for sale to others. For further information on CEU registration, contact the WPCF Education Department at (703) 684-2407.

British Minister to Speak

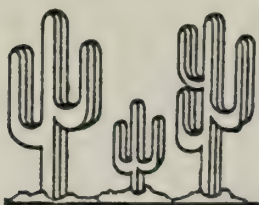


Shaping up as one of the most interesting introductions to the technical program, the Opening Session on Monday, October 3, will feature an address by Lord Caithness, Minister of State for the Environment, Countryside and Water for the United Kingdom. With ministerial responsibility for the water industry, environmental protection, countryside, the heritage, and royal parks, Lord Caithness will provide an inside look at the water industry in the United Kingdom. He is also the spokesman in the House of Lords for all Departmental matters. Further information on his address will be included in the summer brochure.

WPCF's World Class Exposition

In conjunction with the technical program, the WPCF Equipment Exposition offers you, the attendee, the ability to see in a single location, the largest assembly of water handling and treatment equipment and processes in North America. Experiencing a very positive rate of growth over the last several years, the exposition attracts high-quality vendors who display a vast array of equipment. Although too numerous to list here, the equipment display ranges from full-size belt presses, pumps, and pipes, to filters, screens, aerators, motors, laboratory equipment, liners, tanks, valves, publications, training programs, and the latest computer software available in the industry. Should you wish additional information on this valuable resource, and the types of equipment and companies involved, contact the Conference Department at (703) 684-2443, or write to us at our headquarters, 601 Wythe Street, Alexandria, Virginia 22314-1994. **(Please note:** due to the nature of the WPCF Equipment Exposition and our legal liabilities, no one under the age of 18 will be permitted on the exposition floor. NO exceptions will be made.)





PRE AND POST-CONFERENCE WORKSHOPS

In its continuing workshop program, the Federation will again offer pre- and post-conference workshops at the Dallas '88 conference. Eight pre-conference workshops will be held on Sunday, October 2, 1988 in the Dallas Convention Center. Three post-conference workshops will be held on Thursday, October 6, 1988.

The following is a preliminary list of workshops and topics:

Pre-Conference Workshops

Collection Systems Committee: The Case for Long Range Planning in Collection System Operation, Maintenance and Management.

Technical Practice Committee: Operation and Maintenance of Fixed Film Reactors

Technical Practice Committee: Incineration O&M Task Force

Technical Practice Committee: Municipal Wastewater Treatment Plant Design—Revision of Manual of Practice 8

Technical Practice Committee: Operation of Municipal Treatment Plants—Revision of Manual of Practice 11

Safety Committee: Techniques for Producing In-House Wastewater Training Videos

Public Education: When It Hits The Fan

Groundwater Committee: Groundwater Quality Protection

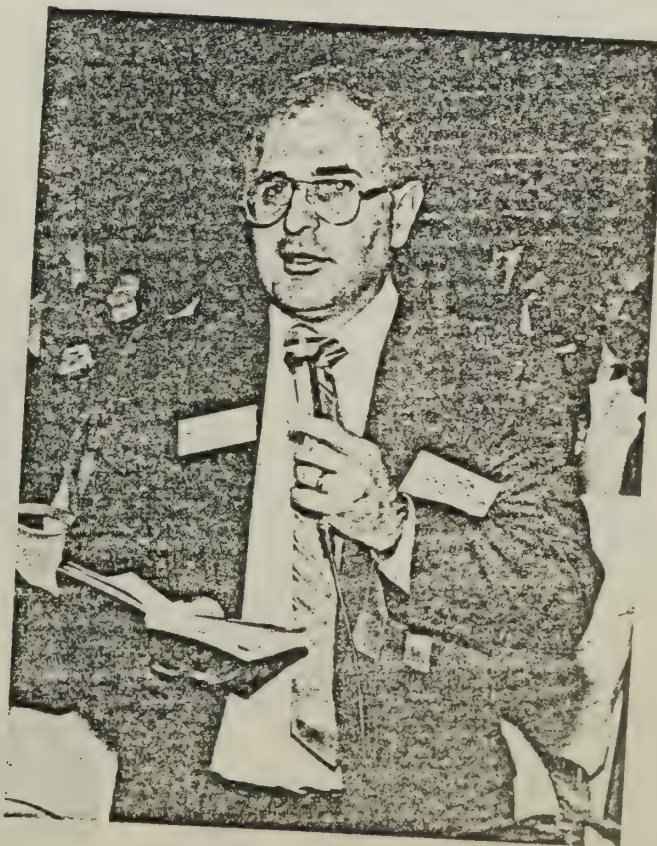
Post-Conference Workshops

Hazardous Waste Committee: Site Remediation Management

Ecology Committee: Biomonitoring Implementation: Strategies for Regulation and Compliance

Technical Practice Committee: MOP. 3—Regulation of Sewer Use

Both pre- and post-conference workshops will examine current developments and techniques in wastewater treatment, with emphasis on problem solving and solutions. Participation by attendees is encouraged through the use of questions and answer periods, case histories, and demonstrations. Workshops are separate from standard registration. Luncheon for participants is included in the registration fee for both pre- and post-conference workshops. All workshops include a handout as a portion of the registration fee.





THE BIG "D" AND YOU



As the site of the Conference and Exposition, Dallas joins the Federation in forming an exciting partnership during the Conference week for you, our members and attendees. By historical standards, Dallas' short lifespan of 150 years, has seen it grow from a frontier trading post to a city of a million people. As an increasingly popular visitor destination, Dallas has grown into a sophisticated metropolis determined to make you feel welcome.

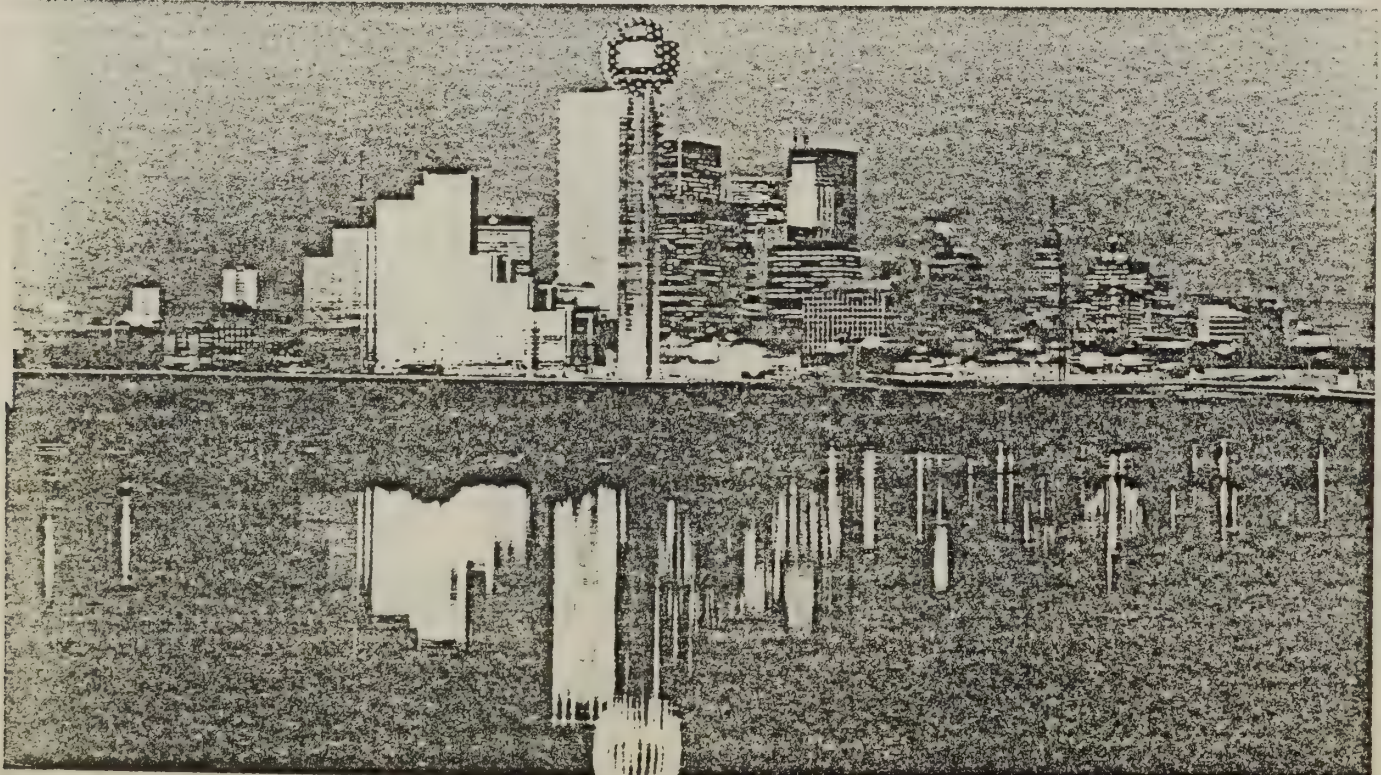
The opportunity to attend the WPCF Conference and Exposition occurs only once each year. Join your colleagues from around the world. With the challenges facing the water treatment industry, both now and in the future, Dallas '88 is the most important forum you can attend in North America this year. Mark your calendar and make your plans now.

Getting There

Dallas/Fort Worth International Airport, one of the nation's largest, and her sister, Love Field, make getting to the Dallas area by air easy. Both are served by ground transportation operators, taxicabs, and rental car companies. A large number of hotels also provide courtesy transportation to and from the airport.

Entertainment- Dallas Style

As for entertainment, culture, food, nightlife, shopping, and sports, Dallas will keep you busy in your free time. Sporting more restaurants, per capita, than New York City, Dallas offers you an inviting array of tastes. In the historic warehouse district, the West End Marketplace contains a collection of shops and more than 50 restaurants and night spots. Dallas Alley, a part of this complex, offers a broad selection of restaurants and nightspots that include jazz and rhythm-and-blues, as well as dance clubs. An average of over 100 performances take place each evening in Dallas, whether it's the Dallas Symphony Orchestra, the Dallas Opera, the Dallas Ballet, or at any of the theaters and playhouses located in the metroplex area. Dallas residents are proud of the new \$54 million dollar Museum of Art, which is complimented by the Dallas Museum of Natural History, Old City Park, and the Telephone Pioneer Museum of Texas. With over 600 shopping centers, diehard shoppers can take their choice of such stores as Neiman-Marcus, Brooks Brothers, Sanger Harris, and Joske's, as well as the apparel opportunities in the Market Center. And, who doesn't know the Dallas Cowboys, Texas Rangers, or Dallas Mavericks? Your Local Host Committee will be happy to give you suggestions on what-to-see and what-to-do in Dallas.



CONFERENCE FEATURES AND ATTENDEE SERVICES

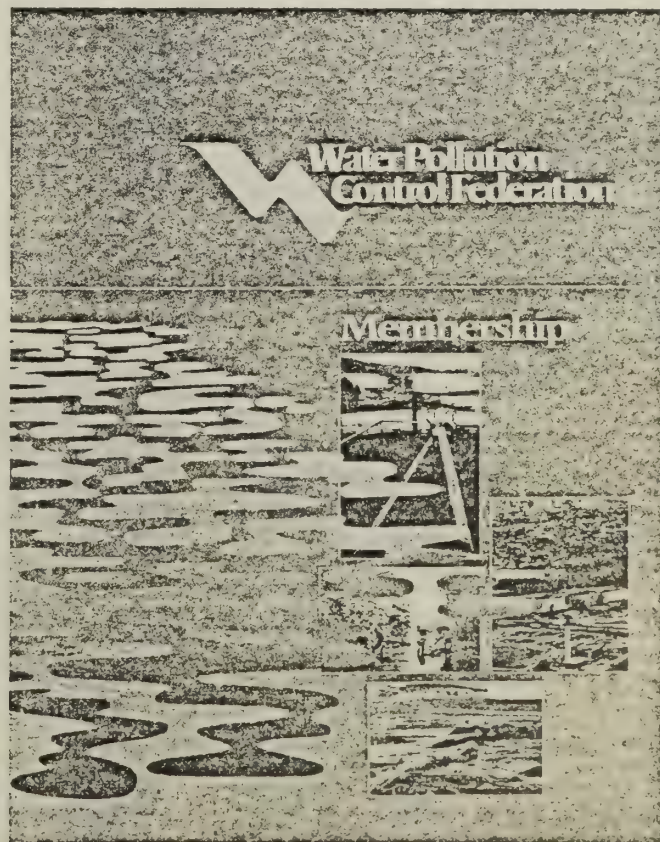
The WPCF Annual Conference and Exposition offers a number of special features and services for our members and attendees. The following information will give you a quick overview of important information to make your conference visit easier and more enjoyable.

Save Time and Money with Advance Registration

Please consult the registration form, contained inside the back cover of this brochure, for Conference fees. Preregistration will close on September 9, 1988. Registrations received by WPCF by September 9, 1988, will receive the preregistration rate of \$250.00 for members and \$300.00 for non-members. Forms received after that date will be assessed the onsite registration rate of \$290.00 for members and \$365.00 for non-members. As a member, you can save \$40.00 by preregistering. As a non-member, you can save \$65.00 by preregistering. In addition, if your form is received by WPCF on or before August 26, 1988, your registration credentials will be returned to you by mail. The credentials will include your badge, any tickets purchased for Federation food functions, and any additional information necessary. You will only need to stop by the Registration Lobby in the Dallas Convention Center and pick up a badge holder. Badges are not valid without a holder. Preregistering by August 26, 1988, will eliminate the need to stand in any lines. Registration credentials for forms received after August 26, 1988, will be held for pick-up onsite in the WPCF Registration Lobby at the Dallas Convention Center.

Become a WPCF Member and Save Now!

For the first time, non-members can apply for Federation membership and preregister at the same time. A membership application is included on page 11 of this brochure. Simply fill out this form, enclose the appropriate membership fee, and forward it to us with your preregistration form. By taking advantage of joining WPCF at this time, you may register as a member on your preregistration form. On the average, the difference in member and non-member rates will almost cover your membership in the Federation and a state or regional Member Association. Please note, to take advantage of this offer, you must return both forms and the appropriate fees at the same time. Membership in the Federation also entitles you to discounts on Federation publications.



Operations Day

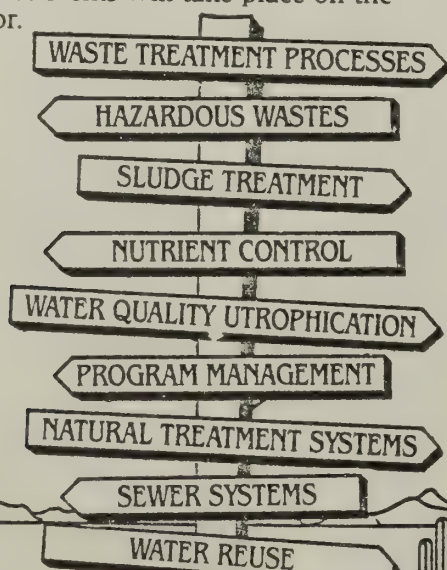
Tuesday, October 4

A one-day program specifically designed for personnel in wastewater operations, maintenance, collection systems, and laboratories offers a half-day of technical seminars and an afternoon to visit the WPCF Exhibition. A reception Tuesday afternoon will highlight the WPCF's wastewater competition to take place the following day. The technical program is being assembled by the Personnel Advancement Committee, and promises to top last year's program, which attracted more than 400 operations people. The one-day operations registration of \$20 is one of the best bargains at the Conference!

Operations Challenge '88 WPCF's Wastewater Competition

Wednesday, October 5

Teams from all over North America will compete in WPCF's first competitive event of wastewater professionals. Each four-person team will participate in five events, covering collection systems, safety, process control, laboratories, and pump maintenance. Teams will be scored on how quickly and accurately they perform the events. Teams must enter through a WPCF Member Association or recognized Operations Association. For more information on eligibility, team registration, and deadlines, contact your local association. Most events will take place on the Exposition floor.



Activities for Students

Students may register and take advantage of the Conference week activities for \$25.00 advance or on-site. Student registration includes all technical sessions, admission to the exposition, and the Icebreaker Reception, Sunday evening on the exposition floor. Only full-time students actively engaged in a course of study dealing with the water pollution field may register at this special rate. A student ID or letter from a qualified instructor stating that you are currently involved in an appropriate program should be submitted with your registration. (Note: student registration does not include the Tuesday Operations Day registration. This is a separate registration category listed on the preregistration form.)

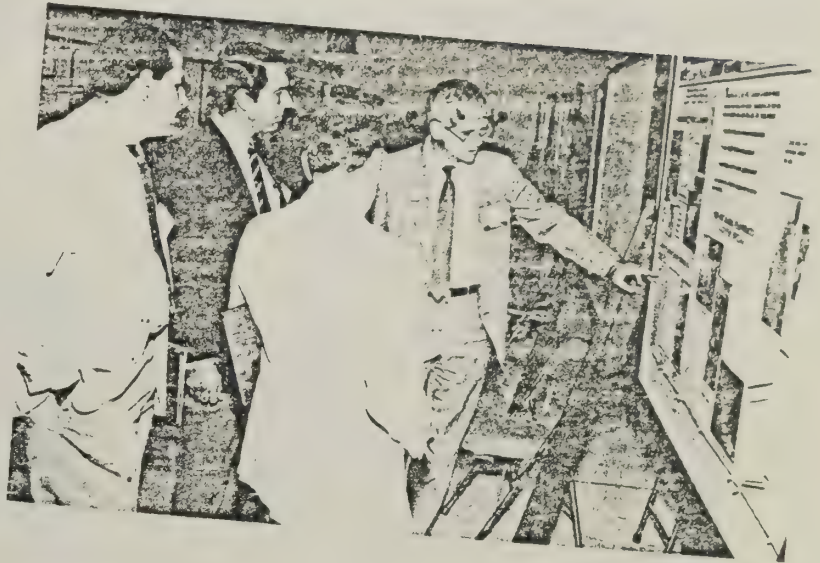
Student-Employer Interviews

To put students in touch with the job market, the Student Activities Committee is sponsoring a Student/Employer interview session on Wednesday, October 5, 1988, in the Dallas Convention Center. Hours, signup procedures, and the exact location of the interview area will be announced in the summer brochure. Students who register for the full Conference week receive this benefit automatically with their registration. A Wednesday-only registration fee of \$25.00 is available for those who wish to attend only the Wednesday interviews. Registered students are eligible to attend both the technical sessions and the exposition.

Last year's session in Philadelphia resulted in over 350 interviews. Twenty-one of the nation's top environmental firms participated, including consulting and manufacturing firms, federal and state government agencies, and universities. They were seeking students with degrees in engineering, microbiology, chemistry, toxicology, water and wastewater degrees, and those with experience in laboratory and operations. Information on reduced rate housing for students may be obtained by calling the WPCF Conference Department at (703) 684-2400.

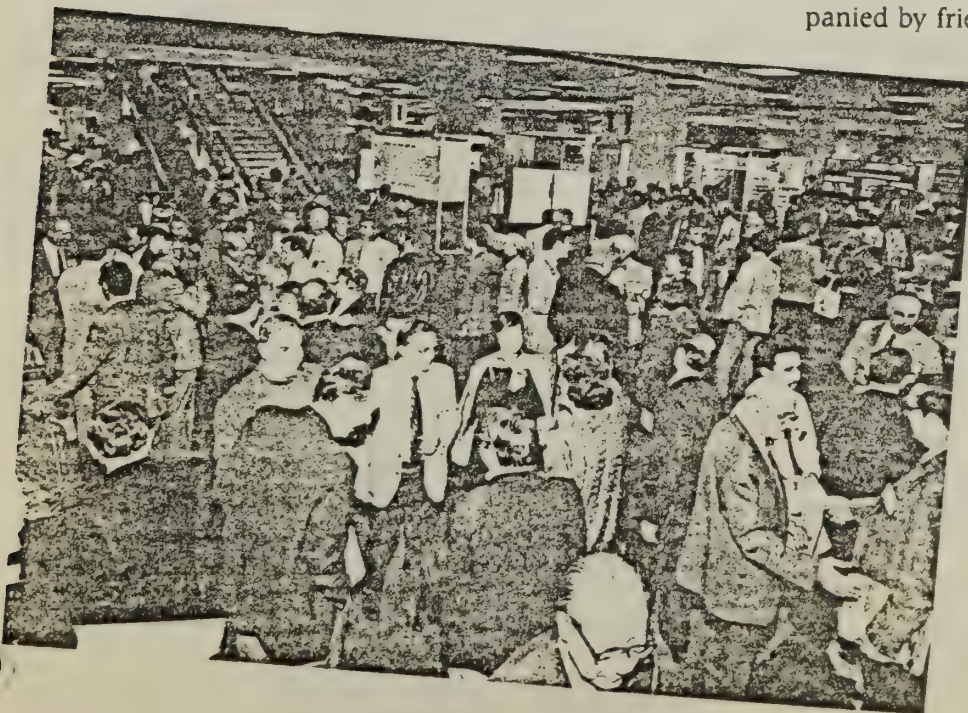
Posters, Posters, Posters

Begun in 1986, the Federation will again offer its popular poster session on Tuesday, October 4, 1988, in an area on the exposition floor. The poster session continues to grow each year, with a planned advance into an electronic poster session this year. Authors of papers and individuals who have developed computer software will be available at specified times for individual discussions. The poster session, coupled with the technical sessions, adds an additional source of information and ideas for you. Be sure to attend.



Food for Thought

The Federation Business Luncheon will be held on Tuesday, October 4, 1988, in the Dallas Convention Center. The luncheon will feature a noted speaker and offers you the opportunity to enjoy lunch in the Center, with an interesting program at a reasonable price. Ticket information is available on the registration form in the rear of this brochure.



A Time for Exhibits

It has often been commented that finding time to visit the exposition during a busy Conference week can be difficult. In response, the Federation began to locate the Sunday Icebreaker Reception on the Exposition floor. This gave attendees a specific time to enjoy a leisurely walk through the exhibits, accompanied by friends, food, beverages, and entertainment with a local flair. Exciting plans are being made for the Icebreaker in Dallas, so be sure to include it in your personal schedule. Additional information on the Icebreaker Reception will be published in Highlights and in the summer Conference brochure.

To give you additional scheduled time for the exhibits, the Federation will offer an **exhibits-only** afternoon on Tuesday, October 4, 1988. For the first time, NO technical sessions will be scheduled on Tuesday afternoon. This new plan is intended to offer you an uninterrupted period of time to view the exhibits.

Wednesday Evening Dinner Dance—A New Agenda

Wednesday evening, October 5, 1988, is being planned as a totally social event for you. To give you a chance to unwind and socialize, the evening will begin with cash bar service in the foyer of the Grand Ballroom of the Lowe's Anatole Hotel. The evening will continue with music and a finely prepared dinner service. As a highlight of the evening our hostess, President Beth Turner, will introduce our 1989 President, Mr. James E. Abbott. Mr. Abbott is Vice President of HDR Engineering, Inc. in Denver, Colorado. Following this brief ceremony, the evening will round out with dancing to the popular big band sound. This evening has been planned to let you enjoy a purely social evening, as the conference week draws to a close.

To more fully honor the efforts of Federation Awardees, a special invitation-only reception will replace the awards ceremonies normally held as a part of the dinner dance. Our Federation Award Winners have made major contributions to the water treatment and water pollution control industry. The reception is planned to thank them and highlight their achievements.

Be sure to include Wednesday evening, October 5, 1988 in your Conference plans. See the registration form at the rear of this brochure for ticket information.



Special Fares for Special People

Dallas/Fort Worth International Airport and Love Field make it easy for you to get to Dallas. In cooperation with Delta and United Airlines, the Federation saves you money on your trip. Through agreements with these airlines, you can save the following:

- At least 40% savings off normal coach fares with no minimum stay or advance purchase requirements. (Savings may be less on travel to and from Canada.) (Delta requires seven days advance reservations and ticketing.)
- 5% off any published fare for which you qualify (based on normal restrictions) including first class, when using the same airline round trip. **THIS EVEN INCLUDES DEEPLY DISCOUNTED EXCURSION FARES.**

To make reservation for one of the above discounted fares, or any other promotional fare that may be available, simply follow these easy steps:

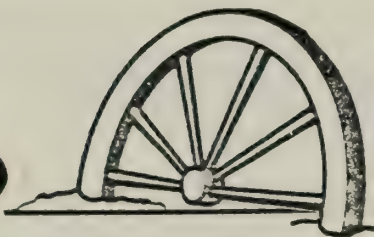
If you live in a city served by Delta, call 800-241-6760 and mention WPCF's account #P0124.



If you live in a city served by United, call 800-521-4041 and mention WPCF's account #8154C.

In both cases, the reservations must be made through the appropriate airlines' Convention Desk. **If you normally use the service of a travel agent, have them place your reservations through the toll-free number to obtain discounts for you.**

You can also take advantage of WPCF's Travel Agent, Conference Air Services. Conference Air will be glad to make your reservations for you and provide assistance with your travel plans. Simply call 1-800-368-3134 and state that you are going to the WPCF Conference and Exposition in Dallas. An operator will be glad to assist you.



SPOUSE PROGRAMS AND ENTERTAINMENT



The Local Arrangements Spouse Committee, co-chaired by Mrs. Pat Cook and Mrs. Suzanne Tubbs extend a Texas welcome to the spouses attending the Conference. Detailed information on the daily spouse activities, spouse luncheon, optional programs and tours will be published in the summer Conference brochure. Please refer to the separate spouse registration form, inserted as a card into this brochure for information on what is included with the spouse registration fee. Be sure to join Mrs. Cook and Mrs. Tubbs for an enjoyable and informative week.



Getting Around

As a complimentary service to all attendees wearing an official Conference badge, including registered spouses, WPCF operates a shuttle service from all official Conference hotels to the Convention Center. Hotels not on the official housing list in the rear of this brochure will not be served.

Inspection Trips

The Inspection Trip Subcommittee is organizing a schedule of tours to treatment facilities located in the Dallas metroplex area. Tours are available on a daily basis beginning Monday afternoon, October 3, 1988. Information and fees for the tours will be published in the summer Conference flyer.

Preliminary Conference Week Schedule

An Overview of Major Events

Note: All activities take place at the Dallas Convention Center, unless otherwise noted. Specific times will be published this summer.

Sunday, October 2, 1988

- Registration opens with daily hours through Thursday
- Pre-conference workshops
- Spouse Hospitality Suite opens at Dallas Convention Center, specific schedule available in the spouse program issued on-site.
- Exposition opens with daily hours through Wednesday
- Icebreaker Reception, Exhibit Floor

Monday, October 3, 1988

- Opening Session (see information on page 2)
- Spouse Luncheon (included in the spouse registration fee)—Location to be announced.
- Afternoon technical sessions
- Afternoon Inspection Trips, Collection Systems Committee Tour, and Safety Tour, locations and times to be announced.

Tuesday, October 4, 1988

- Morning technical sessions, NO afternoon sessions
- Morning and afternoon Inspection Trips
- Operations Day
- Federation Luncheon
- Morning and Afternoon Poster Sessions—Exhibit Floor Level

Wednesday, October 5, 1988

- AAEE/AIDIS Breakfast
- Exposition closes at 5:00 PM
- Morning and afternoon technical sessions
- Student Interview Day
- Operations Competition '88—Exhibit Floor
- Morning and afternoon Inspection Trips
- Federation Dinner Dance—Lowes Anatole—Grand Ballroom

Thursday, October 6, 1988

- Scientist's Breakfast
- Registration closes at 12:00 Noon
- Post-conference Workshops
- Morning and afternoon Inspection Trips
- Spouse Hospitality Suite Closes at 12:00 Noon
- Morning and afternoon technical sessions



Join Now and Save!

If you are a non-member, take this opportunity to join the WPCF now and save on your registration fees. Complete the application on the next page and return it, along with the preregistration form. By returning both, with the proper fees, you can save on your registration costs by using the "member" rates on the preregistration form. (See additional information on page 5.)

Membership Application

FORM A

Water Pollution Control Federation

601 Wythe Street
Alexandria, Virginia 22314-1994

Association Choice: (Please print or type)

Select one from the list on back of this form.

Use this application to join the Water Pollution Control Federation and your local Member Association. Simply complete this application and return it to the address

below. Along with your monthly publications, you are also entitled to group insurance, technical assistance, discount on technical publications, and much more!

Please print.

First Name, Middle Initial (11) Last Name (16) (Jr., Sr., etc.) (3)

Mailing address: ☐ Business or ☐ Home

Business Name (if applicable) (30)
Street or P.O. Box (30)
City (20) State (2) Zip Code (9)
Area Code—Telephone (10) Country (if Outside U.S.) (16)

WPCF Sponsor (Not Required) Sponsor's Member I.D. Number
(28) (6)

Employer Code (2)

- 11 - Local/Regional Government/Agency
- 13 - State/Interstate Government/Agency
- 16 - Federal Government/Agency
- 21 - Consulting Firm (Engineering/Other)
- 25 - Wastewater Equipment/Material/Supplier

- 27 - Industry
- 28 - Construction Contractor
- 31 - Educational Institution
- 61 - Other (Please specify):

Education Code (1)

- 1 - Less than High School
- 2 - Training Courses, Short School
- 3 - High School
- 4 - Attended College
- 5 - Completed Junior College
- 6 - Bachelor's Degree
- 7 - Advanced Degree



Membership Categories

Choose one membership category and fill in the appropriate dues. Use the chart on the reverse side.

<input type="checkbox"/> Active	<input type="checkbox"/> Operations Division	<input type="checkbox"/> Student	<input type="checkbox"/> Corporate
For individuals involved or interested in the advancement of knowledge pertaining to water quality.	For individuals working on a day-to-day basis (or retired from) in a wastewater collection, treatment, or laboratory facility.	For individuals enrolled at least half-time in a college or university.	For companies engaged in the design, construction, operation or management of water quality systems.
Dues \$ _____	Dues \$ _____	Dues \$ _____	Dues \$ _____
Dual* \$ _____	Dual* \$ _____	Dual* \$ _____	
Journal Included	Journal <input type="checkbox"/> \$30.00	Journal Included	Journal Included
Highlights Included	Highlights <input type="checkbox"/> \$15.00	Highlights Included	Highlights Included
Forum <input type="checkbox"/> \$12.50	Forum Included	Forum <input type="checkbox"/> \$12.50	Forum Included
TOTAL \$ _____	TOTAL \$ _____	TOTAL \$ _____	TOTAL \$ _____

*Dual membership is designed for members who wish to belong to more than one Association. You must be a WPCF member to be a dual member.

Method of Payment

- ☐ Check Enclosed—Make check payable to WPCF.
☐ Charge my ☐ VISA ☐  ☐ 

Account Number

Exp. Date

Signature

Daytime Phone No.

(Indicate dual associations here)

Send Completed Application and Payment to:

WPCF, Member Records
601 Wythe Street
Alexandria, Virginia 22314-1994

For more information, call (703) 684-2452

Dues are valid through July, 1988.

Postal Requirement: Dues allocated for publications when included in membership: JWPCF — \$15; Highlights — \$3; Operations Forum — \$5.

WPCF MEMBER AND OPERATOR ASSOCIATIONS

Membership Categories and Dues

		Active	PWOD	Student	Corporate	Dual
United States Associations						
AK	Alaska WMA	\$65.00	\$32.50	\$25.00	\$190.00	\$15.00
AL	Alabama AWPC	\$55.00	\$22.50	\$22.50	\$180.00	\$ 5.00
AR	Arkansas WPCA	\$55.00	\$22.50	\$20.00	\$185.00	\$ 5.00
AZ	Arizona W&PCA	\$65.00	\$32.50	\$17.50	\$190.00	\$15.00
CA	California WPCA	\$70.00	\$37.50	\$22.50	\$210.00	\$20.00
CO	Rocky Mountain WPCA	\$60.00	\$27.50	\$18.50	\$200.00	\$10.00
CT	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
DC	Chesapeake WPCA	\$60.00	\$19.50	\$22.50	\$225.00	\$10.00
DE	Chesapeake WPCA	\$60.00	\$19.50	\$22.50	\$225.00	\$10.00
FL	Choose One:					
	Florida PCA	\$65.00	\$25.00	\$20.50	\$195.00	\$15.00
	* Florida W&PCOA Inc.	—	\$32.50	—	—	—
GA	Georgia W&PCA	\$60.00	\$27.50	\$22.50	\$185.00	\$10.00
HI	Hawaii WPCA	\$60.00	\$25.00	\$25.00	\$215.00	\$ 7.50
IA	Iowa WPCA	\$55.00	\$22.50	\$17.50	\$185.00	\$ 5.00
ID	Pacific Northwest PCA	\$57.50	\$25.00	\$25.00	\$185.00	\$ 7.50
IL	Choose One:					
	Central States WPCA	\$60.00	\$27.50	\$22.50	\$185.00	\$10.00
	Illinois WPCA	\$60.00	\$27.50	\$17.50	\$185.00	\$10.00
	* Illinois AWPCO	—	\$22.50	—	—	—
IN	Indiana WPCA	\$57.50	\$25.00	\$19.50	\$195.00	\$ 7.50
KS	Kansas WPCA	\$55.00	\$22.50	\$20.50	\$180.00	\$ 5.00
KY	Choose One:					
	Kentucky-Tennessee WPCA	\$57.00	\$24.50	\$17.50	\$184.00	\$ 7.00
	* Kentucky W&WWQA	—	\$22.50	—	—	—
LA	Louisiana WPCA	\$55.00	\$22.50	\$18.50	\$180.00	\$ 5.00
MA	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
MD	Chesapeake WPCA	\$60.00	\$19.50	\$22.50	\$225.00	\$10.00
ME	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
MI	Michigan WPCA	\$65.00	\$32.50	\$20.00	\$215.00	\$15.00
MN	Central States WPCA	\$60.00	\$27.50	\$22.50	\$185.00	\$10.00
MO	Choose One:					
	Missouri WPCA	\$55.00	\$22.50	\$20.00	\$180.00	\$ 2.00
	* Missouri W&SC	—	\$27.50	—	—	—
MS	Mississippi WPCA	\$54.00	\$21.50	\$17.50	\$185.00	\$ 3.00
MT	Montana WPCA	\$55.00	\$22.50	\$19.50	\$180.00	\$ 5.00
NE	Nebraska WPCA	\$55.00	\$22.50	\$22.50	\$180.00	\$ 5.00
NC	North Carolina WPCA	\$57.50	\$25.00	\$20.50	\$185.00	\$ 7.50
ND	North Dakota WPCA	\$55.00	\$22.50	\$17.50	\$185.00	\$ 5.00
NH	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
NJ	New Jersey WPCA	\$60.00	\$27.50	\$25.50	\$195.00	\$15.00
NM	Rocky Mountain WPCA	\$60.00	\$27.50	\$18.50	\$200.00	\$10.00
NV	Nevada WPCA	\$55.00	\$22.50	\$22.50	\$180.00	\$ 5.00
NY	New York WPCA Inc.	\$85.00	\$32.50	\$27.50	\$280.00	\$35.00
OH	Ohio WPCA	\$60.00	\$27.50	\$21.50	\$195.00	\$10.00
OK	Choose One:					
	PCA of Oklahoma	\$55.00	\$22.50	\$20.00	\$190.00	\$ 5.00
	* Oklahoma W&PCA	—	\$22.50	—	—	—
OR	Pacific Northwest PCA	\$57.50	\$25.00	\$25.00	\$185.00	\$ 7.50
PA	WPCA of Pennsylvania	\$65.00	\$32.50	\$19.50	\$225.00	\$15.00
PR	Puerto Rico WPCA	\$57.00	\$21.50	\$20.50	\$195.00	\$ 7.00
RI	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
SC	W&PCA of South Carolina	\$60.00	\$27.50	\$22.50	\$185.00	\$10.00
SD	South Dakota WPCA	\$55.00	\$22.50	\$17.50	\$180.00	\$ 2.00
TN	Kentucky-Tennessee WPCA	\$57.00	\$24.50	\$17.50	\$184.00	\$ 7.00
TX	Choose One:					
	Texas WPCA	\$60.00	\$27.50	\$23.50	\$195.00	\$18.00
	* Texas WUA	—	\$25.50	—	—	—
UT	Utah WPCA	\$55.00	\$22.50	\$20.50	\$185.00	\$ 4.00
VT	New England WPCA	\$68.00	\$22.50	\$23.50	\$210.00	\$18.00
VA	Virginia WPCA Inc.	\$57.00	\$24.50	\$21.50	\$185.00	\$ 7.00
WA	Pacific Northwest PCA	\$57.50	\$25.00	\$25.00	\$185.00	\$ 7.50
WI	Central States WPCA	\$60.00	\$27.50	\$22.50	\$185.00	\$10.00
WV	West Virginia WPCA	\$55.00	\$22.50	\$18.50	\$180.00	\$ 2.00
WY	Rocky Mountain WPCA	\$60.00	\$27.50	\$18.50	\$200.00	\$10.00
Canadian Associations						
	Atlantic Canada WPCA	U.S. \$50.00	\$17.50	\$17.50	\$175.00	—
	British Columbia PCA	U.S. \$63.00	\$25.50	\$25.50	\$175.00	\$ 0.00
	* Maritime Provinces W&WWA	U.S. —	\$17.50	—	—	—
	PCA of Ontario	U.S. \$65.00	\$29.50	\$17.50	\$190.00	\$15.00
	AQTE Quebec	U.S. \$50.00	\$17.50	\$17.50	\$175.00	—
	Western Canada PCA	U.S. \$60.00	\$27.50	\$22.50	\$195.00	\$10.00
National Association						
	Federal WQA	\$58.00	\$25.50	\$17.50	\$184.00	\$ 8.00
International Associations						
	Outside U.S. and Canada	U.S. \$50.00	\$17.50	\$17.50	\$175.00	—

* Operators Associations recognized by WPCF and the local Member Association.

Save Up to \$50 on Conference Registration and Books by Joining WPCF Today!

Here's The Facts:

- FACT WPCF represents over 33,000 professionals in the Water Quality Industry.
- FACT WPCF hosts the world's largest conference/exposition in the Water Quality Industry.
- FACT WPCF publishes the most authoritative Journal for professionals like yourself, in the Water Quality Industry.
- FACT WPCF writes and publishes over 90 manuals dealing with today's water quality issues.
- FACT WPCF delivers state-of-the-art information on laboratory concerns, operations and maintenance issues, legislative topics, and safety.
- FACT WPCF provides prestigious awards and honors for professionals, like yourself, who excel in the Water Quality Industry.
- FACT WPCF is affiliated with over 78 local, state, and international member and affiliated associations.
- FACT WPCF has a highly competitive group insurance plan.

What is WPCF?

For over 58 years, the Water Pollution Control Federation has been in the business of developing and disseminating information concerning the nature, collection and treatment of domestic and industrial water. WPCF is a non-profit, educational organization comprised of water quality specialists from every profession in the field.

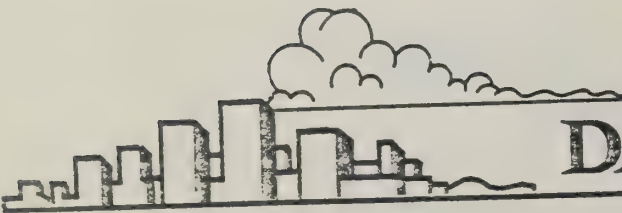
How can I join today and save on registration fees?

For the first time, non-members can apply for Federation membership and preregister at the same time. A membership application is included in this brochure. Simply fill out this form, enclose the appropriate membership fee, and forward it to us with your preregistration form.

NOTE: To take advantage of this offer, you must return both forms and the appropriate fees at the same time.

Please call the WPCF Member Service Center for more information: 703-684-2452.





DALLAS HOTELS

As an aide in your hotel selection, we have included a brief description of each hotel on the WPCF Housing List. Your hotel will be happy to acquaint you with their amenities, once you have confirmed your reservation.

Adolphus Hotel—1231 Commerce Street
This downtown hotel features an award winning French restaurant and is within walking distance of the convention center.

Ambassador Plaza—1312 South Ervay
At the Ambassador Plaza, the theme is personal attention—a revival of the great tradition of service maintained only with painstaking care and attention to detail.

Aristocrat Hotel—1933 Main Street
The Aristocrat offers luxury accommodations with complimentary continental breakfast, morning newspaper, and exercise facilities.

Bradford Plaza—1 Jackson at Houston Street
At this historic hotel, complimentary breakfast is included in your room rate.

Crescent Court—400 Crescent Court
The Hotel Crescent Court is the centerpiece of The Crescent, a celebrated mixed-used landmark, with many of the city's most popular restaurants, antique dealers, affluent neighborhoods, and picturesque Turtle Creek within walking distance.

Days Inn—1011 S. Akard Street
Just 387 steps from the Convention Center, the Days Inn has a restaurant lounge that overlooks the city and offers complimentary parking. (Formerly the Grenelefe Hotel)

Embassy Suites—2727 Stemmons Freeway
At Embassy Suites, every room is a suite, with a living room, a fully equipped kitchen/bar, a dining area that's perfect for work, and a large separate bedroom for privacy.

Fairmont Hotel—1717 S. Akard Street
You'll find a dramatic outdoor garden and pool at the award winning Fairmont Hotel.

Dallas Hilton—1914 Commerce Street
This modern, 20-story hotel is located just five minutes from the Convention Center.

Holiday Inn—Downtown—1015 Elm Street
You can walk to the Convention Center from this centrally located Holiday Inn.

Holiday Inn—Market Center—1955 North Industrial Boulevard

Conveniently located on Interstate 35E, you'll find the Dallas Furniture and Apparel Mart and numerous big "D" attractions within easy reach via the Dallas freeway system.

Hyatt Regency Hotel—300 Reunion Boulevard
The Hyatt Regency has a breathtaking 18-story atrium, and a health club that offers a complete fitness package. Just minutes away from the Convention Center.

Lowes Anatole Hotel—2201 Stemmons Freeway
This is the largest hotel in the Southwest, and boasts two spectacular atrium highrises, nineteen restaurants and three swimming pools.

Dallas Marriott Market Center—2101 Stemmons Freeway
You can walk to INFOMART from this hotel, which features two beautiful pools.

Plaza of the Americas—650 North Pearl Street
This world-class hotel features European style hospitality, a full athletic club, and year-round ice skating arena.

Quality Inn—Market Center—2015 North Industrial Boulevard
The Quality Inn offers comfortable accommodations at a reasonable cost. Attractions in the Market Center are within easy reach.

Raintree Inn—2023 Market Center Boulevard
Conveniently located adjacent to the Dallas Market Center and in the shadow of the business district, the Inn offers secluded ambiance and subtle charm as welcome haven for conference attendees.

Sheraton Dallas—Southland Center
Located in the heart of the Arts District, the Sheraton is connected to the Plaza of the Americas by a skywalk. Features include an atrium and a health club.

Stouffer Dallas Hotel—2222 Stemmons Freeway
This hotel features a rooftop health club with a spectacular view of Dallas and complimentary parking.

Viscount—Market Center—4500 Harry Hines Boulevard
In the center of activity, you are only 10 minutes from downtown and the convention area, 10 minutes from Texas Stadium, the home of the "Cowboys" and 5 minutes from Love Field.

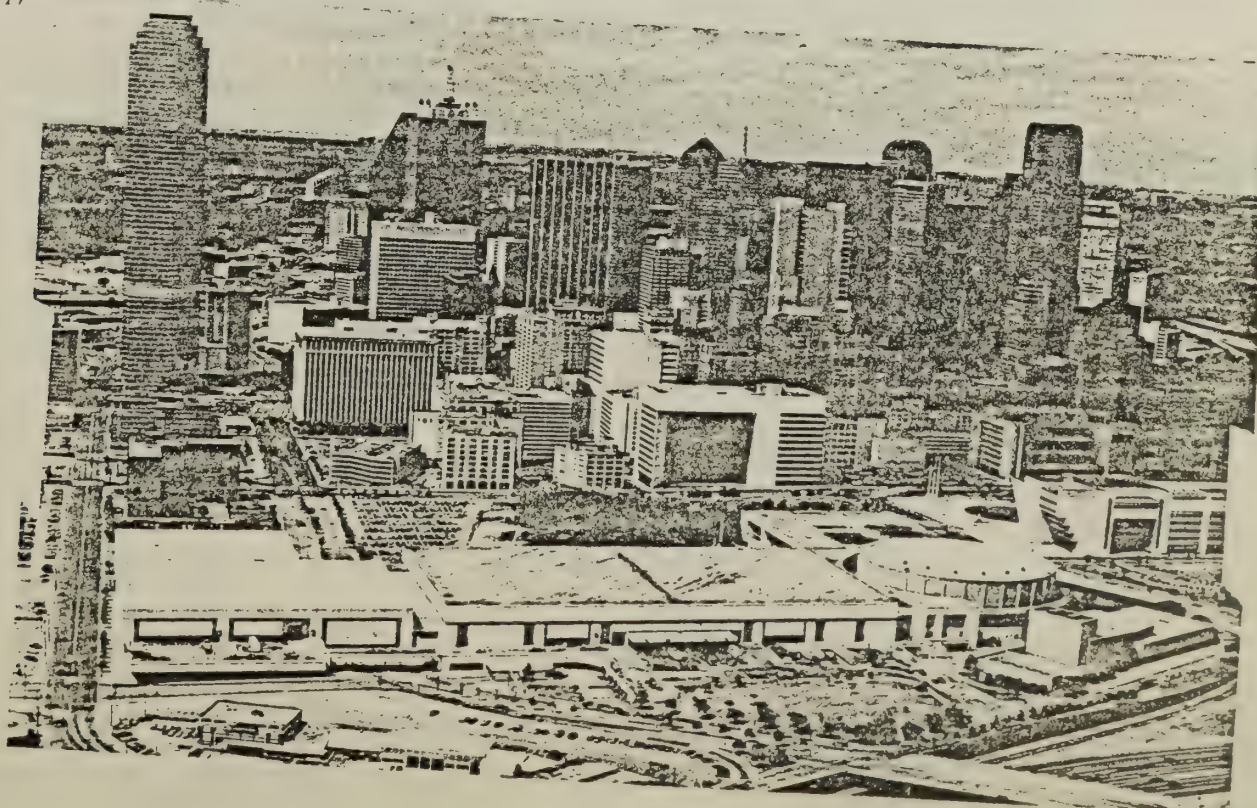
OFFICIAL WPCF HOTELS

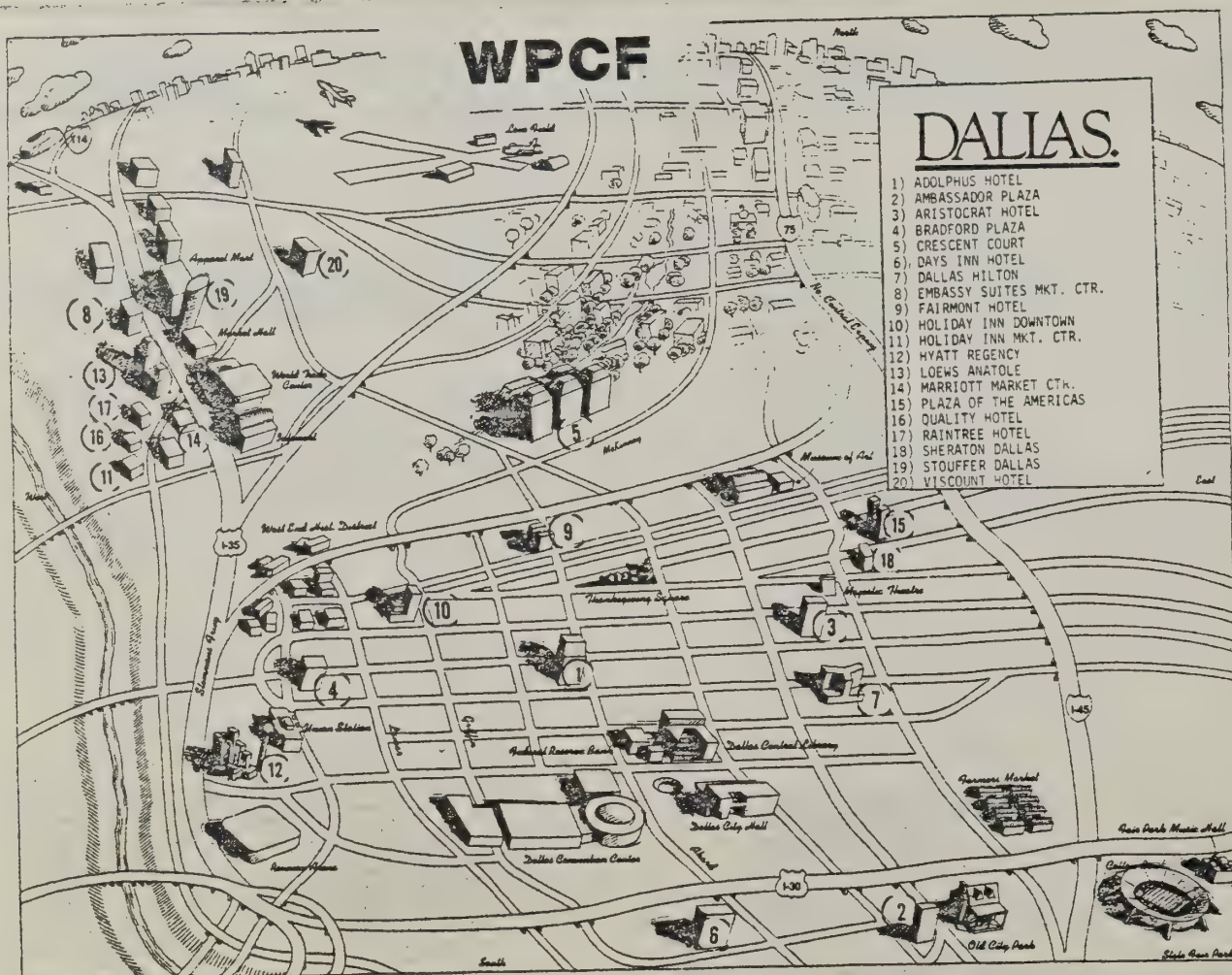
The listing that follows of the official WPCF Conference Hotels which will be served by the WPCF Shuttle System. WPCF Housing opens with this brochure. A tear-out reservation card is contained in this brochure. Early housing reservations are recommended. Conference housing will be handled by the WPCF HOUSING BUREAU, Suite 2000, 1201 Elm Street, Dallas, Texas 75270. (If you are a member of the WPCF Board of Control, or are a Member Association President, Member Association Secretary, Committee Chairman, WPCF Past President or an Exhibitor, do not use the housing card contained in this brochure. You will receive a coded form in an additional mailing.)

Please observe the following guidelines when making your housing request:

- Do not mail housing requests to WPCF, it will only delay your reservation.
- All reservation requests are handled on a first-come, first-served basis. The cut-off date for housing requests is SEPTEMBER 9, 1988. Requests received after that date will be handled on a space and rate availability basis.
- DO NOT SEND DEPOSIT CHECKS TO THE HOUSING BUREAU. They will, however, accept credit card information, which will be transmitted to the hotel selected. (American Express, MasterCard and Visa only)

- The WPCF Housing Bureau cannot accept telephone calls.
- Be sure to include your first, second, and third choices of hotels. If the hotel you select is fully booked, a room will be assigned to you at the next available hotel.
- You will receive an *acknowledgement* of your request from the WPCF Housing Bureau and a *confirmation* directly from the hotel assigned. Be sure to verify that all information, including arrival and departure dates, is correct. If you did not provide credit card information for deposits to the WPCF Housing Bureau, your check or credit card information should be forwarded directly to the hotel once you receive your confirmation from the hotel.
- Changes in arrival and departure dates, type of accommodations, cancellations, etc., should be made IN WRITING to the WPCF Housing Bureau until September 9, 1988. After September 9, 1988, changes may be made directly with the hotel.
- The return of your deposit is not guaranteed unless cancellations or changes are received by the hotel, in general, a minimum of 72 hours before your arrival. (Hotel policies may vary, check with your assigned hotel for specific information.)





CONFERENCE HOTELS

Map Number	Property	Single	Double	Parlor + 1	Parlor + 2
1	Adolphus	\$105	\$120	\$325-650	\$500-925
2	Ambassador Plaza	55	65		
3	Aristocrat	85	95	120 +	
4	Bradford Plaza	60	70	80-90	
5	Crescent Court	130	130	325 to 1100	
6	Days Inn Hotel	70	80	375	450
7	Dallas Hilton	80	90	250 +	350 +
8	Embassy Suites	95	105		
9	Fairmont	99	119	325	460
10	Holiday Inn Downtown	55	65		
11	Holiday Inn Market Center	52	59		
12	Hyatt Regency	99	119	350 +	450 +
13	Loews Anatole				
	Atrium	98	113		
	Tower	108	123	190	290
	Executive Conference Center		325	425	
	Garden Hospitality			450	550
14	Marriott Market Center (Executive Suites 99 to 119)	78	88	250 to 400	
15	Plaza of the Americas	109	129	250	295-1000
16	Quality Hotel	50	50		
17	Raintree Inn	55	65		
18	Sheraton Dallas	99	119	260-600	360-700
19	Stouffer Dallas	92	107	150-500	600
20	Viscount Hotel	52	52		

Note: Rates do not reflect applicable taxes, currently at 13%.

REGISTRATION FORM

Water Pollution Control Federation • 61st Annual Conference/Exposition

Conference: Monday, October 3–Thursday, October 6

Exposition: Sunday, October 2–Wednesday, October 5

Information: (703) 684-2415

WPCF Member WPCF Member Number _____ (All memberships will be verified)

		Advance	On-Site
11	<input type="checkbox"/> Full Week	\$250.00	\$290.00
	<input type="checkbox"/> One Day	\$150.00	\$175.00
12	<input type="checkbox"/> Sunday		
13	<input type="checkbox"/> Monday		
14	<input type="checkbox"/> Tuesday		
15	<input type="checkbox"/> Wednesday		
16	<input type="checkbox"/> Thursday		

Non-Member

		Advance	On-Site
21	<input type="checkbox"/> Full Week	\$300.00	\$365.00
	<input type="checkbox"/> One Day	\$175.00	\$200.00
22	<input type="checkbox"/> Sunday		
23	<input type="checkbox"/> Monday		
24	<input type="checkbox"/> Tuesday		
25	<input type="checkbox"/> Wednesday		
26	<input type="checkbox"/> Thursday		

Exposition Only Member or non-member

		Advance	On-Site
	<input type="checkbox"/> One Day	\$45.00	\$50.00
32	<input type="checkbox"/> Sunday		
33	<input type="checkbox"/> Monday		
34	<input type="checkbox"/> Tuesday		
35	<input type="checkbox"/> Wednesday		

Operator's Registration

See page ____ for details

This category is available to all PWOD Members and/or certified operators

PWOD Member # _____

Operator Certification # _____

State _____

- 50 ☐ Monday Only—\$20.00
- 51 ☐ Tuesday Only—\$20.00 (Operations Day)
- 52 ☐ Wednesday Only—\$20.00 (includes admission to the Operations Competition)

Student Registration (as defined by WPCF)

- 53 ☐ Full Week \$25.00 advance or on-site
- 54 ☐ Wednesday only \$25.00 advance or on-site (student interviews)

Special Events

		Advance	On-Site
A	<input type="checkbox"/> WPCF Luncheon (Tuesday, October 4, 1988) (price per person)	\$22.00	\$25.00
B	<input type="checkbox"/> Wednesday Dinner Dance (Wednesday, October 5, 1988) (price per person)	45.00	50.00
C	<input type="checkbox"/> Table of Ten Seats at Dinner Dance	450.00	500.00
D	<input type="checkbox"/> Scientist's Breakfast (Thursday, October 6, 1988) (price per person)	15.00	20.00

Industrial Wastes Symposia

Continuing Education Units and Industrial Wastes Proceedings available only to those registrants checking boxes 11 or 21

E ☐ Advance \$45.00 On-Site \$55.00

Social Security Number for CEU Registration

_____/_____/_____

Pre-Conference Workshops—Sunday, October 2, 1988—sessions are full-day and concurrent—check only ONE (1) box

Advance: \$90.00

On-Site: \$140.00

- F ☐ Collection Systems Committee—"The Case for Long Range Planning in Collection System Operation, Maintenance, and Management Proceedings"
- G ☐ Technical Practice Committee—"Operation and Maintenance of Fixed Film Reactors"
- H ☐ Technical Practice Committee—"Incineration O&M Task Force"
- I ☐ Technical Practice Committee—"Municipal Wastewater Treatment Plant Design - Revision of Manual of Practice 8"
- J ☐ Technical Practice Committee—"Operation of Municipal Treatment Plants - Revision of Manual of Practice 11"
- K ☐ Safety Committee—"Techniques for Producing In-House Wastewater Training Videos"
- L ☐ Public Education—"When It Hits the Fan"
- M ☐ Groundwater Committee—"Groundwater Quality Protection"

Pre- and Post-Conference Workshops CEU Registration

Social Security Number _____/_____/_____

Post-Conference Workshops—Thursday, October 6, 1988—Post-Conference Workshops begin at 9:00 AM and end at 5:00 PM

—Sessions are concurrent—Check only ONE (1) box.

Advance: \$90.00

On-Site: \$140.00

- N ☐ Hazardous Waste Committee—"Site Remediation Management"
- O ☐ Ecology Committee—"Biomonitoring Implementation: Strategies for Regulation and Compliance"
- P ☐ Technical Practice Committee—"MPO 3—Regulation of Sewer Use"

Profession (Please check one from each category)

Category I

- A1 ☐ Utility Management
A2 ☐ Operation
A3 ☐ Manufacturer's Representative
A4 ☐ Exhibitor
A5 ☐ Consulting Engineer
A6 ☐ Government Engineer
A7 ☐ Research/Development
A8 ☐ Academic
A9 ☐ Other (Please specify) _____

Category II

- B1 ☐ Municipal Wastewater Treatment
B2 ☐ Industrial Wastewater Treatment
B3 ☐ Municipal and Industrial Wastewater Treatment
B4 ☐ Other (Please Specify) _____

Payment: Registration forms cannot be accepted without the proper fee included. Checks or money orders should be made out to WPCF. Acceptable alternatives are government training orders and purchase orders/vouchers. These documents must accompany the registration form. Unpaid registrations will be held for pickup at the Dallas Convention Center, unless payment is received before August 26, 1988.

Check Number _____ Amount of check \$ _____

Credit Card Registration: Visa, MasterCard and American Express are also accepted for payment. The following information must be completed legibly:

Credit Card Name: _____

Credit Card Number: _____

Expiration Date: _____

Cardholder Name: _____

Signature: _____

Mail completed form WITH remittance to:

Water Pollution Control Federation
601 Wythe Street, Alexandria, VA 22314-1994
ATTN: Conference Department

Preregistration deadline is September 9, 1988. Forms received after September 9, 1988, will be charged the on-site rate.

NOTE: Attendees whose preregistration forms are received by WPCF by August 26, 1988 will receive their conference badge and credentials by return mail. Those whose forms are received after that date may pick up badges and credentials at the WPCF registration area, which is located on the exhibit floor and will serve as the entrance to the exposition area.

Spouse Registration: A separate spouse registration form is required and is included in this brochure.

Cancellations: Cancellations must be submitted in WRITING. Phone calls cannot be accepted. A 25% service fee will apply to all cancellations received prior to September 9, 1988. NO refund can be issued on registration fees or meal function cancellations after September 9, 1988. (Due to Federation agreements and required guarantees, preregistration and meal function fees are forfeited if you are unable to attend the Conference.)

Please complete the form below LEGIBLY AS YOU WISH IT TO APPEAR on your name badge.

☐ Please check if you are a member of the WPCF Board of Control.

NICKNAME:

LAST NAME:

FIRST NAME:

MIDDLE INITIAL:

TITLE:

COMPANY:

ADDRESS:

CITY:

STATE:

ZIP CODE:

COUNTRY:

TELEPHONE:

PREREGISTRATION DEADLINE IS SEPTEMBER 9, 1988.



601 Wythe Street
Alexandria, VA 22314-1994

Non Profit Org
U.S. Postage
PAID
Washington, DC
Permit No. 3784

SPOUSE PREREGISTRATION FORM

Type or print the following information as you wish it to appear on your name badge. Preregistration deadline is September 9, 1988. If your form is received by August 26, 1988, your credentials will be mailed to you. You will only need to pick up a badge holder when you arrive at the Dallas Convention Center. Forms received after that date will be held for pickup on-site.

Nickname _____
 Last Name _____
 First Name _____ Middle Initial _____
 Address _____
 City/State/Zip _____ () _____
 Country _____ Telephone _____

Please check the following:

- 41 ☐ Full Week Spouse Program
☐ Advance: \$100.00
☐ On-Site: \$125.00 (After Sept. 9, 1988)

Special Events:

(Note: One ticket to the Monday Spouse Luncheon is included as a portion of your registration fee. Additional program details contained on the reverse side of this form.)

Tickets for other events:

- A ☐ Federation Luncheon (Tues., 10/4/88)
☐ \$22.00 Advance
☐ \$25.00 On-Site (After 9/9/88)
 B ☐ WPCF Dinner Dance (Wed., 10/5/88)
☐ \$45.00 Advance
☐ \$50.00 On-Site (After 9/9/88)

Note: This is not a housing form, use the official housing form contained in this brochure to make your hotel reservation.

Cancellations: Cancellations MUST be submitted in writing—phone calls cannot be accepted. A 25% service fee will be deducted from all cancellations received prior to September 9, 1988. NO refund will be issued on registration fees or meal function cancellations after September 9, 1988.

Check Number: _____ Total Enclosed: _____

Credit Card Name _____
 Credit Card Number _____ Exp Date _____
 Cardholder Name _____
 Signature _____

Mail completed form with remittance to:
 Water Pollution Control Federation
 601 Wythe Street
 Alexandria, Virginia 22314-1994
 ATTN: Conference Department

OFFICIAL HOTEL SLEEPING ROOM REQUEST

Mail to:
 WPCF Housing Bureau
 Suite 2000
 1201 Elm Street
 Dallas, Texas 75270
 FAX: (214) 746-6799

Requests must be received in Dallas no later than September 9, 1988. Refer to the instructions on making your request for housing, located in this section. Please *PRINT* or *TYPE* all information.

HOTEL:

1st Choice _____
 2nd Choice _____
 3rd Choice _____

ACCOMMODATIONS: Please check

- ☐ Single
☐ Double: ☐ One Bed ☐ Two Beds
 Suites: ☐ Parlor + 1 Bedroom
☐ Parlor + 2 Bedrooms

RATE DESIRED: \$ _____ to \$ _____

Credit Card Name _____
 Credit Card Number _____ Exp Date _____
 Cardholder Name _____
 Signature _____

ARRIVAL: (Day and Date) _____

DEPARTURE: (Day and Date) _____

ADDRESS INFORMATION:

Confirm to:

Title _____
 Mailing Address _____
 City _____
 State _____ Zip _____
 Country _____ () _____
 Business Telephone _____ () _____
 Home Telephone _____

PLEASE PRINT NAMES OF ALL OCCUPANTS:

SPOUSE REGISTRATION INCLUDES:

- Spouse registration credentials;
- Use of the WPCF Spouse Hospitality Suite at the Dallas Convention Center and miscellaneous programs to be announced later this summer;
- Continental Breakfast daily for all registered spouses;
- Admission to the Icebreaker Reception at the Dallas Convention Center on Sunday Evening, October 2, 1988;
- A spouse gift, selected by the committee as a memento of your visit to Dallas;
- The Spouse Luncheon and entertainment program on Monday, October 3, 1988;
- Shuttle bus service to and from your hotel and the Dallas Convention Center;
- One complimentary city tour of Dallas.

Place
15¢
Stamp
Here

WPCF Housing Bureau
Suite 2000
1201 Elm Street
Dallas, Texas 75270



35(c)

CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Murray

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 387-9243 — WARD 8

M E M O R A N D U M

TO: Mr. S. Spencer X
Commissioner of Engineering

Mr. V. Abraham ✓
Director of Local Planning Branch

Mr. Murray F. Main
Director of Traffic

FROM: Alderman Tom Murray, Ward 8

RE: Attached Letter and Petition from Residents in Gurnett Neighbourhood

Attached, for your information, is a copy of a letter I received from the residents in the Gurnett Neighbourhood regarding the closure of Gosford Drive.

Could you please investigate these matters, as outlined in the letter, and report back to me as soon as possible.

I look forward to your immediate response.

Tom Murray
TM:cb

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH				
File No.	RECEIVED	MAY 30 1988		
TO	STAFF	INT.	INFO.	ACT
DIR.	✓			
P.P.E.A.				
NEIGH.				
DEV.	✓			✓
E.S.U.D.				
STAFF	IS			✓
CART.				
ADMIN.				

Log
See
John
May 30th
letter
Michael
see a N/A
letter
phone

Stan and Kathy Iszkula
18 Trevi Road
Hamilton, Ontario
L9C 7H4

May 19, 1988

Alderman Tom Murray
Alderman Ward 8
City Hall, Hamilton, Ont.

Dear Mr. Murray:

There is overwhelming support from residents of Guildwood, Gilcrest St., Sonesto Crt., Windstar Place and Trevi Road in favour of reopening Gosford Drive. The reasons given against reopening Gosford Drive in letters you received from - J.R.G. Leach Dated: Dec. 14, 1987 and

- Murray F. Main P. Eng. Dated: Dec. 14, 1987 are not acceptable to us, the residents of Gurnett Neighbourhood for the following reasons:

- (1) The outcome of the designs of the final elevations for Upper Paradise Road (Paragraph #2 in the letter from Mr. Leach) are not known to us.
- (2) Both the Leach letter (paragraph #2) and the M.F. Main letter (paragraph #5) point out the undesirability of locating a neighbourhood street so close to the expressway intersection, in addition to the reduced visibility of oncoming vehicles at such intersection, but in these letters elevation on Gosford and Upper Paradise are not finalized nor is there any consideration given to locating

Gosford Street on the south side of the townhouses, where there is ample space for a roadway, which would then adjoin Gilcrest and Guildwood.

I would like to draw your attention to the dangerous conditions which exist now from Guildwood/Trevi to Upper Paradise/Trevi, due to the large volume of traffic and speeding cars which often fail to stop at the stop signs at Trevi/Guildwood. Trevi Road is densely populated with young children now.

- (3) The volume of traffic which funnels through Trevi Road is already unreasonable, and the townhouses certainly will further aggravate the existing situation (see paragraph #2, Murray F. Main, P. Eng., Dec. 14, 1987).

- * (4) The petition of the undersigned residents is proposing a re-opening of Gosford Drive to Guildwood on the south side of the townhouses. This road could have speed bumps, and/or stop signs, and/or yield signs, where it is in close proximity with the townhouses. (Re: Paragraph #5, M.F. Main, Dec. 14, 1987).

- (5) (Re: Paragraph #6, M.F. Main, Dec. 14, 1987)

Why is it unacceptable for the West Gurnett Neighbourhood traffic to short cut through the townhouses, but acceptable for all the West Gurnett Neighbourhood traffic plus the townhouse traffic to pass by, single dwelling homes, purchased by hardworking, high tax paying residents of Hamilton (who incidentally, subsidize such city projects).

(6) Re: Paragraph #6, M.F. Main, Dec. 14;

The people who live in the centre of the Gurnett Neighbourhood Maze must wind through several internal streets and courts which now have a high density of young children. A few well placed speed bumps, stop signs and playground signs would eliminate any increased risk to the young children at play at the townhouses.

Our children have only one playground at Shawinigan Park compared with the townhouse children, who will have their own private playground in addition to Shawinigan Park. The townhouses' internal roadway is in no way necessary or appropriate as a play area considering all the options.

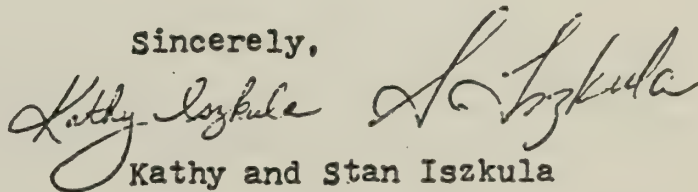
In summary, the city must take responsibility and action for the correction of all the approved plans because they are in conflict with our safety now, and therefore, in violation of our rights, we the residents of Gurnett Neighbourhood, residents of the city of Hamilton, Ontario.

In closing, the Gurnett Neighbourhood is presently a maze of housing with only one major access route to Upper Paradise, Mohawk Road, East mountain, Downtown core of Hamilton, and east Hamilton. This access route is Trevi Road. The level of traffic on Trevi Road is already excessive (re: paragraph #8 M.F. Main, P. Eng., Dec. 14, 1987) and hazardous; with the

additional cars from the townhouses, the traffic will be at extremely dangerous levels, for a side street where sidewalks are already very narrow, there is no land separating pedestrians from the roadway (which is common practice in such busy roadways of older neighbourhoods i.e. Whitney Avenue) and where vehicles are already in violation of the stop signs and speed limits.

Thank you in advance for your cooperation and assistance in this most urgent matter.

Sincerely,

Handwritten signatures of Kathy and Stan Iszkula in cursive script.

Kathy and Stan Iszkula
Residents of
Gurnett Neighbourhood
Ward 8

P.S. In the case of an emergency, this most congested traffic area Guildwood/Gilcrest/Trevi would certainly pose an increased risk for those people in need of immediate help.

copies to: see attached list.

attachments: list of residents in support of Gosford Drive.

P.S In reference to item 2 of this letter: It has been brought to our attention that the current plans for the east-west Expressway do not call for any entrance or exit ramps at Upper Paradise Rd.

F O R A C T I O N

36(a)

REPORT TO: Transport and Environment Committee
 Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

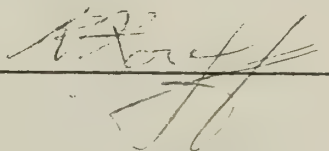
DATE: 1988 May 18
COMM FILE:
DEPT FILE: 110-1.189

SUBJECT:

By-law respecting the construction of local improvements of an independent concrete sidewalk on the south side of Mohawk Road West between Upper Horning Road and the west City limits as described in Schedule "A" hereto - \$5,500.00

RECOMMENDATION

That City Council enact the attached By-law on May 31, 1988 in accordance with the authorization contained in Item 2 of the 24th Report of the Executive Committee, adopted by City Council on December 8, 1987



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on December 8, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, April 20, 1988, the Ontario Municipal Board's Order No. E 880126 was granted.

c.c. Mr. J. R. G. Leach, Commissioner
 Regional Engineering Department
 Attention: Mr. L. Franco
 Attention: Mr. R. P. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer
 Attention: Mr. Grant Keith
 Attention: Mr. T. Bradbury

Att'd.

FOR ACTION

36(b)

REPORT TO:

Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM:

K. A. Rouff, City Solicitor
City Solicitor's Office

DATE:

COMM ~~FILE~~ May 25

DEPT FILE:

65-1.618

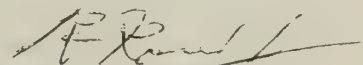
SUBJECT:

By-law to Widen Enola Avenue by Incorporating therein Block "C",
Plan 62M-219

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 8(g), adopted by City Council on March 29, 1988 .

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)



70

N/A

BACKGROUND

City Council on March 29, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 88 -

TO WIDEN ENOLA AVENUE
BY INCORPORATING THEREIN
BLOCK "C", PLAN 62M-219

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to widen a portion of the highway known as Enola Avenue by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Enola Avenue.
2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this 28th day of June, A.D. 1988.

City Clerk

Mayor

(1988) 6 R.T.E.C. 8(g), March 29

FOR ACTION

36cc

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 May 27
COMM FILE:
DEPT FILE: 65-1.619

SUBJECT:

By-law to Widen Eaglewood Drive by Incorporating therein
Block "F", Plan 62M-219 and Block 46, Plan 62M-472

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in
accordance with the authorization contained in the 6th Report of
the Transport and Environment Committee, Item 8(g), adopted by
City Council on March 29, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on March 29, 1988, directed the City Solicitor to
prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

FOR ACTION

36(a)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 May 27
COMM FILE:
DEPT FILE: 65-1.617

SUBJECT:

By-law to Widen Presidio Drive by Incorporating therein Part 9,
Plan RC-H-282

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 8(f), adopted by City Council on March 29, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on March 29, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 88 -

TO WIDEN PRESIDIO DRIVE
BY INCORPORATING THEREIN
PART 9, PLAN RC-H-282

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to widen a portion of the highway known as Presidio Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Presidio Drive.
2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this 28th day of June, A.D. 1988.

City Clerk

Mayor

(1988) 6 R.T.E.C. 8(f), March 29

F O R A C T I O N

36(e)

REPORT TO: Transport and Environment Committee
 Attention: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor

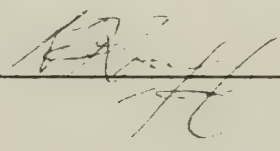
DATE: 1988 May 18
COMM FILE:
DEPT FILE: 110-2.234

SUBJECT:

By-law respecting the construction of local improvements of an independent concrete sidewalk on the east side of Upper Wentworth Street from Limeridge Road to Southpark Avenue as described in Schedule "A" hereto - \$59,000.00

RECOMMENDATION

That City Council enact the attached By-law on May 31, 1988 in accordance with the authorization contained in Item 13 of the 4th Report of the Transport & Environment Committee, adopted by City Council on February 24, 1987



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

The construction of these local improvements was approved by Council on February 24, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, April 20, 1988, the Ontario Municipal Board's Order No. E 880179 was granted.

:sr

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. L. Franco
Attention: Mr. R. P. Meiers

c.c. Mr. E. A. Simpson, City Clerk

c.c. Mr. E. C. Matthews, City Treasurer
Attention: Mr. Grant Keith
Attention: Mr. T. Bradbury

Att'd.

FOR ACTION

36(f)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 6
COMM FILE:
DEPT FILE: 65-1.616

SUBJECT:

By-law to Widen Royalvista Drive by Incorporating therein
Parts 1 and 3, Reference Plan 62R-9436

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in
accordance with the authorization contained in the 6th Report of
the Transport and Environment Committee, Item 8(f), adopted by
City Council on March 29, 1988 .

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on March 29, 1988, directed the City Solicitor to
prepare the by-law referred to above. This highway will enter
upon a Regional road, thereby requiring the consent of The
Regional Municipality of Hamilton-Wentworth. This consent was
obtained on March 15, 1988 when Regional Council adopted Item 3
of Report 5-88 of the Engineering Services Committee.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

FOR ACTION

36(g)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 10
COMM FILE:
DEPT FILE: 65-3.391

SUBJECT:

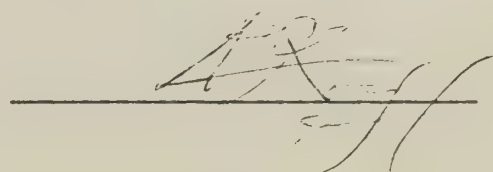
By-law to close that portion of Beach Road designated as
Parts 1 and 2, Plan 62R-9321

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in accordance with the authorization contained in the 17th Report of the Transport and Environment Committee, Item 9, adopted by City Council on November 24, 1987. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, June, 20, 1988 at 2:00 p.m.)

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A



BACKGROUND

City Council on November 24, 1987, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, May 21, 28, June 4, and 11, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. C. Harason

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

FOR ACTION

36(h)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1988 June 10
COMM FILE:
DEPT FILE: 65-3.387

SUBJECT:

By-law to close that portion of Megna Court shown as Block "H" on Plan M-285

RECOMMENDATION

That City Council enact the attached by-law on June 28, 1988 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 12, adopted by City Council on September 1, 1987. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, June, 20, 1988 at 2:00 p.m.)

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on September 1, 1987, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, May 21, 28, June 4, and 11, 1988.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attention: Mr. C. Harason

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att'd.

FOR ACTION

37(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 03
COMM FILE: 3-9.6
DEPT FILE: TEC-23-88

SUBJECT:

Intersection of Inverness Avenue and Elcho Street - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Inverness Avenue and Elcho Street at this time.

Murray J. Main

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

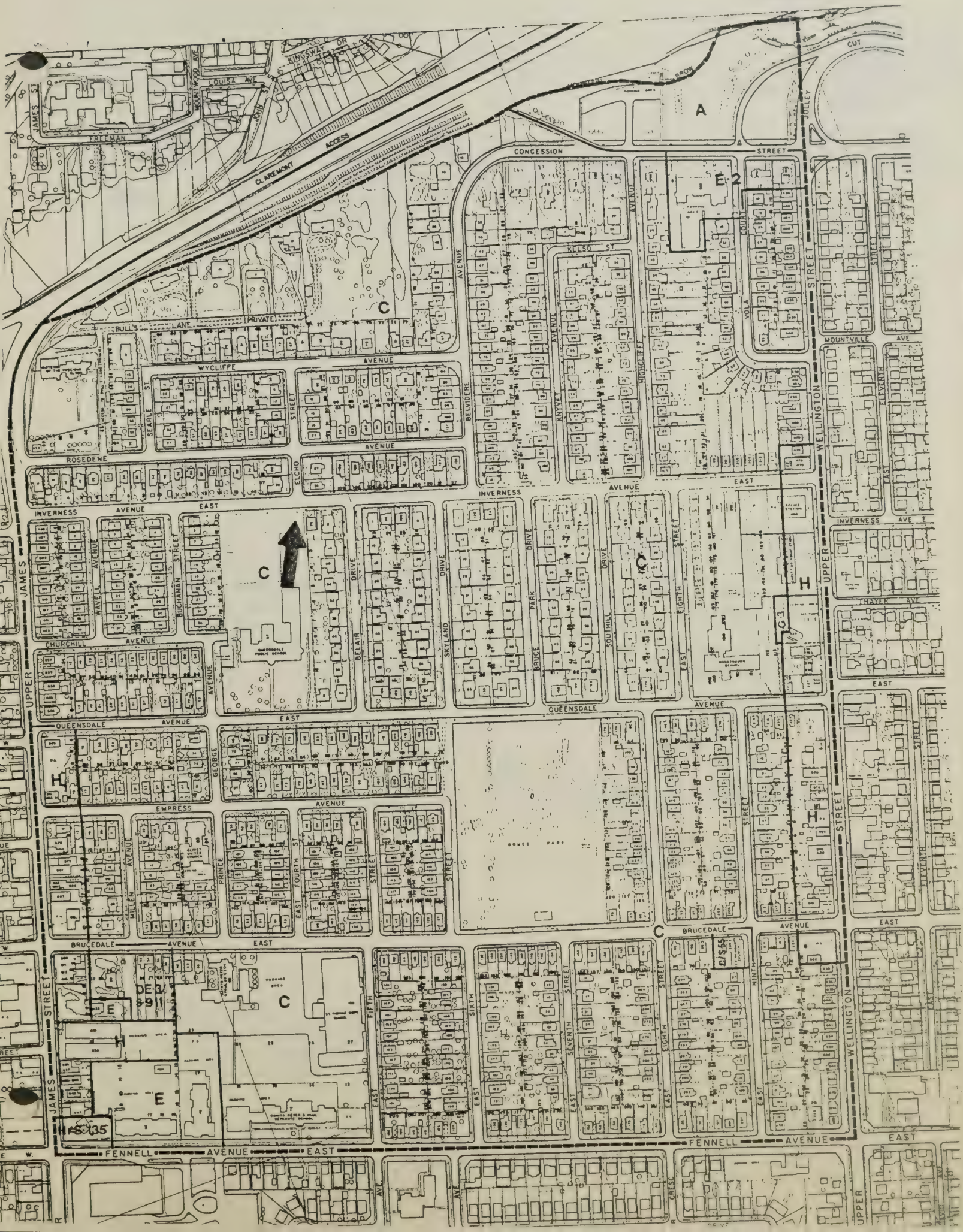
The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND

In November 1987, the Traffic Department received a letter from a resident of Rosedene Avenue, requesting that a School Traffic Officer be assigned to the intersection of Inverness Avenue and Elcho Street. The subject intersection is a "T" type intersection, and presently, southbound traffic on Elcho Street is required to stop for eastbound and westbound traffic on Inverness.

The Regional Police Department conducted studies at this location on 1988 January 22, and observed 33 children crossing Inverness at Elcho, of which, 6 children were accompanied by an adult. The Regional Police have concluded that "although there were no regular safe gaps in the morning and afternoon all the children, including the young ones waited for a safe gap and crossed safely without assistance". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, since there have been no reported accidents at the intersection in at least the last 7 years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.





CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman — Transport &
Environment
Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 389-5903 — WARD 7

June 6, 1988

Mr. R. Prowse
Secretary
Transport & Environment Committee

Dear Sir,

RE: REQUEST FOR SCHOOL CROSSING GUARD
INVERNESS & ELCHO

Would you please place this matter on the agenda of the next
Transport and Environment Committee meeting to be held on June
20th.

This item should be placed under "delegations".

Thank you.

Henry Merling, Chairman
Transport & Environment Committee

FOR ACTION

37(b)

REPORT TO:

R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

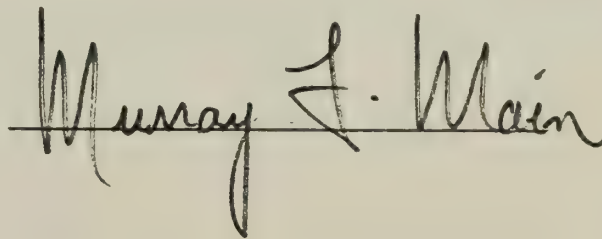
DATE: 1988 June 16
COMM FILE: TEC-117-88
DEPT FILE:

SUBJECT:

Alleyway bounded by Barton, Wentworth, Cannon and Leeming Streets - Loading Regulations.

RECOMMENDATION

- a) That no action be taken on the petition to erect "No Stopping" signs in the alleyway bounded by Barton, Wentworth, Cannon and Leeming Streets; and
- b) That Bomer Manufacturing, 448 Barton Street East, be requested to place a portable sign at the entrance to the alleyway to inform motorists that the alleyway is blocked while loading and unloading is taking place.



FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Alderman Pat Valeriano has forwarded to the Traffic Department a copy of a petition signed by representatives of 27 residential properties in the block bounded by Barton, Wentworth, Cannon and Leeming, requesting that "No Stopping" signs be erected in the alleyway running north to south between Barton and

Cannon in this block. The resident who circulated the petition has expressed concern that vehicles being loaded and unloaded in the alleyway adjacent to Bomber Manufacturing, 488 Barton Street East, obstruct vehicular movements in the alleyway for residents wishing to gain access to the rear of the residential properties in the block.

The subject alleyway is a "City Assumed" alleyway, and "No Parking in Alley" signs are presently in place. Loading and unloading is permitted in "No Parking" areas. Thus, loading operations are permitted in this alleyway, although vehicular access would obviously be obstructed because of the narrow pavement width. However, residents wishing to gain access to the rear of their properties could enter the alleyway from the southerly end at Cannon Street.

The City Traffic By-law permits the erection of either "No Parking" or "No Stopping" signs in assumed alleyways. Thus, "No Stopping in Alley" signs could be erected, but this would mean that loading operations would no longer be permitted in the alleyway. Bomber Manufacturing has no alternative loading area either on or off-street and the proprietor has informed a Traffic Department representative that because of the weight of the loads, the only appropriate place for vehicles to stop is immediately adjacent to the loading doors in the alleyway.

The proprietor of Bomber Manufacturing has also advised that his vehicles block the alleyway on an average of only three times per week while loading and unloading operations are being conducted. As previously noted, residents can enter the alleyway from Cannon Street, although this access might be somewhat circuitous. In any case, since the abutting business has no alternative loading area, the Traffic Department does not support the request for "No Stopping in Alley" signs.

It is apparent that part of the problem might be related to residents entering the alley from Barton Street and upon encountering a truck loading and unloading are forced to reverse their vehicles onto Barton Street. This movement might create some irritation for the residents. Therefore, to improve the situation, Bomber Manufacturing could be requested to place a portable sign at the entrance to the alleyway when loading and unloading is taking place to warn the residents that the alleyway is obstructed. This would eliminate the situation of residents entering the alleyway and being required to then reverse their vehicles into Barton Street.

FOR ACTION

37(c)

REPORT TO: R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MURRAY F. MAIN, P. ENG.
DIRECTOR OF TRAFFIC SERVICES

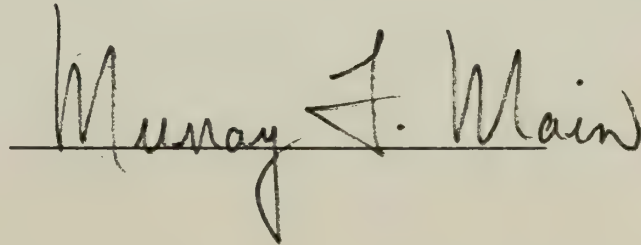
DATE: 1988 June 14
COMM FILE: TEC-112-88
DEPT FILE: 3-9.2

SUBJECT:

Charlton Avenue West between Locke and Dundurn Streets - Parking Regulations.

RECOMMENDATION

That no action be taken on the request to allow parking on both sides of Charlton Avenue West between Locke and Dundurn Streets.



FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Alderman Terry Cooke has requested that the Traffic Department report to the Committee on the possibility of allowing parking on both sides of Charlton between Locke and Dundurn in an attempt to slow down the traffic in this block. Presently, there is an "Alternate Side Parking" regulation on this section of street such that parking is prohibited on the north side during the months of December to March. This section of Charlton is operated one-way westerly between Locke and Dundurn and the pavement width is 28 feet.

Traffic Department records indicate that there have been seven reported accidents on the subject section of Charlton during the past seven and a half years. The accident reports indicate that five of these accidents involved, either directly or indirectly, parked vehicles on the street. One of the accidents occurred when a seven year old boy ran out from between a parked vehicle on the south side of the street.

Allowing parking on both sides of the street would aggravate the accident situation and also, reduce the sight distance of motorists since one side of the street will no longer be clear of parked vehicles and pedestrians will be required to walk between parked vehicles when crossing the street from either side. There has been no suggestion that there is a shortage of parking in the area. Most homes have or could have off-street parking, and in addition, all properties are accessible by rear alleys which are presently being used by some residents for vehicular access.

For the above noted reasons, it is concluded that permitting parking on both sides would significantly increase the occurrence of collisions, and therefore the Traffic Department does not support the request to permit parking on both sides of Charlton in the block between Locke and Dundurn.

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